RCMA
NEWSLETTER
SEPTEMBER 1987

Photo by Patrick M. Griffen (CO-057)

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropiate, send input to RCMA, P.O. Box 1198, Manhattan Beach, CA 90266-8198

2. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

3. PLEASE INCLUDE YOUR RCMA MEMBERSHIP NUMBER WITH ALL CORRESPONDENCE to newsletter editors or club headquarters.

4. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

5. Please write on only one side of the paper.

6. Please don't combine in one letter several items that should go to different addresses.

7. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

8. Your RCMA membership number and expiration date appear on your newsletter mailing label.

9. You may join or renew your membership for ONLY one year at a time.

10. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA Newsletter

Issue 139 September 1987

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RCMA, Inc., P.O. Box 4563, Anaheim, CA 92803

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CONTACTING RCMA?

For membership applications or renewals, address changes, inquiries about delivery or renewal problems, write to:

RCMA General Manager
P.O. Box 542
Silverado, CA 92676

Have a comment about RCMA club policy or newsletter content? Write to:

William Mauldin, RCMA General Editor
961 Azalea Street
Boca Raton, FL 33486

Want a letter published in *Your Thoughts* column? Write to:

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198
Manhattan Beach, CA 90266-8198

Correspondence sent to RCMA's Anaheim P.O. Box will still be answered, but there will be a 4-6 week delay.

Cover Photo: "Antennas for business radios on Lookout Mtn. above Denver, CO. All bands are used.

Photo by Patrick M. Griffen (CO-057)

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, Inc., P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20; South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. RCMA, Inc. does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted©. Reproduction of any material in this newsletter is prohibited without prior written consent.

CALENDAR

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92626

Deadline: 1st of the month two months prior to cover date.

R.C.M.A. San Francisco Area Chapter

Contact Jon Creghino CASC049
P.O. Box 1132, Mountain View, CA 94042-1132

R.C.M.A. Greater Los Angeles Area Chapter

We are still in the process or a reorganization. Check this column next month. Late minute information may appear on 446.375 MHz. Remember the TRW Swap Meet "walk about" is the last Saturday of each month. Most of the old members are there.

R.C.M.A. West Los Angeles Area Chapter

Contact : Rick DiFiore (CA-LA-544) (213) 397-6581 or
Hugh Stegman (CA-LA-472) (213) 398-5353
Talk in: 146.925 MHz {-600 PL-2A} Tues 1930 hrs net.

Meetings on the second Wednesday of each month at 7:30 PM. The location is Shakey's Pizza Parlor, 12924 Washington Blvd, Culver City. Take the 405 Freeway to Washington, and go west to the Shakey's at the corner of Beethoven St. Use frequency 146.925 for talkin.

Meetings scheduled for September 9, 1987.

Austin Area Radio Listeners Meeting

Contact David Litsinger TX-032 441-0650
P.O. Box 17142, Austin, TX 78760

Meetings 3rd Thursday 7:00 PM NOTE NEW TIME, DATE AND LOCATION

South Austin Multi-Purpose Center
2508 Durwood (off 500 Blk W. Olterf)

R.C.M.A. Chicago Chapter

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Sunday	August	23	1987	all day
Saturday	September	19	1987	1:00 PM
Saturday	November	14	1987	1:00 PM

Visitors are welcome but please confirm the date in advance.

The Chicago Chapter requests members send a years supply of 9 SASE's plus $2.00 to the "contact person" listed above. The funds will cover the printing of a newsletter that will be sent of all chapter members just before each meeting.

R.C.M.A. Wisconsin Chapter

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

R.C.M.A. for D.C., MD, VA & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

Local chapter newsletter is supplementary to the RCMA newsletter. Because members are so far apart, no meetings are presently scheduled. However, anyone interested in corresponding or meeting local area members may send their name, address, phone (optional) & monitoring interests to above address. A list of these names and interests will be compiled and sent to individuals on the list. Visitor, traveler, frequency & newsletter requests are also welcome.

R.C.M.A. Minneapolis - St. Paul Area Chapter

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

All Ohio Scanner Club

Contact David B. Marshall OH-146, Managing Editor
50 Villa Road, Springfield, OH 45503-1036

The All Ohio Scanner Club covers all of Ohio, plus Inidana, Kentucky, Michican, Pennsylvania, West Virginia, and Ontario, Canada, plus other areas as well. Members from these and other areas are welcome. The AOSC newsletter also features execellent fedteral goverment and below 30 MHz utilities columns.

Sample Newsletter $2.00. Membership information for a SASE

NEED RCMA BACK ISSUES?

1985, 1986 and 1987 issues to date are available until Dec. 31 of this year, at which time 1985 issues will no longer be stored. The following postage rates apply to all orders, and are in addition to the cost of the newsletters.

THE COST OF EACH ISSUE IS $1.00
When ordering, calculate $1 per issue. Then refer to the chart below to the correct amount of postage. (Rates based on lst class USPS)

# OF ISSUES	AMOUNT OF POSTAGE
1	$ .73
2	$ 1.41
3	$ 2.09
4 thru 8	$ 2.40
9 thru 12*	add $ .48 for each issue

*Orders shipped at maximum of one year (12 issues) per package.

NO COLUMN THIS MONTH. . .

New Product Review
Editor: James Abdu, 340 McGill Pl, Atlanta, GA 30312

Technical Topics
Editor: Terry Stader, 8 Christopher Road, Westford, MA 01886

COLUMN EDITORS WANTED

RCMA is seeking editors to fill vacancies in the following columns:
Space Communications

If you are interested in any of these, please write to RCMA General Editor William Mauldin, 961 Azalea St., Boca Raton, FL 33486.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well-established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to: ANARC Newsletter, P.O. Box 462, Northfield, MN 55057 for the following:

- **Copy of ANARC Club listing—send 25 cents and a business size SASE**
- **Sample copy of ANARC Newsletter—send 60 cents and a business size SASE**
- **Annual subscription to ANARC Newsletter—$7.50 for residents of the U.S., Canada, and Mexico; $10 Overseas (Airmail)**

Our ANARC editor is on vacation, but we're printing the ANARC column head anyway, as it contains important information.

your thoughts

Kurt Swaney, RCMA Assistant Editor
P.O. Box 1198, Manhattan Beach, CA 90266-8198

Your Thoughts is the RCMA members' forum on current topics of interest to the scanner hobbyist. If you have an opinion you would like to express, RCMA encourages you to send it in.

Your letter must include your name, address, and RCMA membership number. Due to space limitations, RCMA reserves the right to condense submitted material.

Dear Your Thoughts: 25 May 87

I question the need to retain the column "Below 30 MHz" after the departure of Geoff Halligey. He has been doing a great job, but a job that is duplicated eight times a month!

Recently, I looked through the list of radio clubs in the World Radio TV Handbook. I saw no less than eight clubs, not to mention our own, that cater to utility listening on frequencies below 30 MHz. They are: American Shortwave Listeners Club, Association of DX Reporters, Great Circle SW Society, Miami Valley DX Club, Michigan Area Radio Enthusiasts, Minnesota DX Club, SPEEDX, and Washington Area DX Association.

I'm wondering, do we need to do the same thing that the other eight are? Does the radio monitoring community really need a ninth club that covers the same topic that most others do? I think not. We are, according to the WRTH, very unique. We are the only serious "VHF-UHF Public Service, technical, utility" club in existence. We do a very fine job too!

I feel that we should direct all our efforts in the area of "Above 30 MHz" and let the other eight worry about what is below. The spectrum we have to cover is vast and the pages of our newsletter very finite. Let's keep our focus narrow and our club unique!

Ronald Stiner, NY-365

Dear Your Thoughts: 6 Jun 87

I would like to offer my thoughts on the matter of using computer Bulletin Board Services (BBS) for RCMA related information exchanges and the advantage of using a "national" BBS/public information service, specifically one service, and a brain storm of some of Texas RCMA members.

The General Electric Network for Information Exchange (GEnie) appears to be the cheapest of all the national-type public information services --

presently $5.00 per hour for either 300 or 1200 baud as compared to $12.95/hour and more for 1200 baud on some other services. The General Electric Co. is the owner, of course. The neat thing about this type of network as compared to the kind of BBS that the RCMA computer column editor and also the Association of North American Radio Clubs (ANARC) have, is that this is a nation-wide network. Those having a local GEnie phone drop (most major cities) can send electronic mail via this network to any other member anywhere else, who in turn can pick it up and send a return via his own local phone drop. Or files (frequency listings, for example) can quickly and easily be posted for use by any others with the same interest. No long distance calling is involved and no US Postal Service to screw things up! And best of all, more than one user can access the system at the same time. Even on-line conferences can be held among a group of interested parties.

Unfortunately, there are still some places (like two-bit two-horse towns like Fredericksberg, TX) which will never have these type services, so people like me still have to place a long distance call to connect into the network. So this type of system is far from ideal. Still, I have found I can call Lake Charles, LA for the cheapest long distance rates (for me, out-of-state rates are cheaper than in-state!) and considering the long distance (night) rates, tax and the GEnie charges, it comes to $13.25 per hour. I usually only use it less than one hour a month so that isn't so bad. MCI and Sprint just reduced their rates again, so its cheaper yet, but by how much I am not sure and will find out on my next billing.

The Texas contingent of GEnie users have already gotten previews of some of the Public Safety South Central columns via the computer network, so we see it long before it is published. The time factor alone makes it worthwhile! The bulletin board section of the GEnie RoundTable is the perfect format for posting and late breaking monitoring tips, as well as a forum for general information and group topic discussions. For exchanging long lists of files among/between different types of computers, a BBS is about the only way to do it of one desires to "customize" a list from someone else's listings or for making multiple copies without the chore of running down to the local post office or library for their copying machine.

GEnie had (past tense) a section of interest to radio nuts, like us, called EHRT (Electronic Hobbyists RoundTable). Due to inactivity and the resignation of the RoundTable coordinator, EHRT was dropped by the GEnie people. Since GEnie had the lowest rates of all national BBS, Ed Lentz (RCMA TX-045, GEnie Email: ELentz), Richard Quintanilla (RCMA TX-043, GEnie Email: Richard-TX43) and I (RCMA TX-003, GEnie Email: KPehl) have been trying to encourage GEnie to consider re-establishing that section. Ed has volunteered to coordinate that section, if the GE folks let us have one. We had also considered asking RCMA to make it the official BBS (Electronic Bulletin Board Service) for RCMA.

We would like to see and want to make it so that section will appeal to the broadest cross section of radio hobbyists, so it should include SWL'ing, amateur (ham) radio and, of course, scanning. The SWL'ing would involve the ANARC group, if they are interested in this idea and would like their present files (from their BBS) made part of this plan. This proposal has already been made to one of the former ANARC executives, who was very enthusiastic about the idea for ANARC. The other SWL related organizations should also have some input. The scanning information could come from both RCMA and Bob Grove's Monitoring Times. This way a bigger possible pool of users exists (and thus profit to GEnie -- let's face it, it's the American way!) and therefore a better likelihood of good information exchanges.

Without trying to steal any thunder away from Ed's (TX-45) proposal: principally, this proposed "radio hobbyists" section (for lack of any other title) would be a focal point where any interested individual would go for their timely information needs of their radio related hobbies -- an "all-wave" BBS, in effect. Ideally, no single organization would be in charge of this section to avoid any domination and the accompanying "politics" that is a natural by-product of such a domination.

One thing which I persoanlly insist upon: the establishment of a policy which would clearly disallow the use of the electronic "edition" of any news items to the exclusion of the printed publications. That is, the electronic users becoming privy to certain information or news which would not eventually be printed in the regular publications, thereby depriving those hobbyists who have no computer resources, due to either lack of interest in computering or lack of financing, from that information or news.

Since I noticed a lot of RCMA members have computers, the readers might consider the possibility of joining GEnie if this thing is OK'ed. After a trial period, perhaps GEnie could be adopted to be the "official BBS" of the RCMA.

Please give this proposal your consideration and support in the event this [GEnie] section becomes a reality.

Ken Pehl, TX-003

DEAR YOUR THOUGHTS: 30 MAY 87

I WOULD LIKE TO MAKE A SUGGESTION CONCERNING THE FORMAT OF THE NEWSLETTER.

IN AS MUCH AS THE TYPE USED FOR ITS PRINTING IS QUITE SMALL, I WOULD LIKE TO SUGGEST THAT IT BE PRINTED IN ALL BLOCK CAPITALS. NOTICE THE DIFFERENCE. I AM SURE THAT ALL THE READERS WOULD APPRECIATE THE IMPROVEMENT.

ALSO, I WOULD LIKE TO SEE COLORED PAPER USED FOR THE COVER PAGE FOR A MORE IMPRESSIVE EFFECT AND PROFESSIONAL LOOK, LIKE THE GROVE CATALOG APPEARANCE.

THANK YOU EVER SO MUCH FOR YOUR EFFORT TO MAKE THIS A NICER AND BETTER LOOKING NEWSLETTER FOR THE READERSHIP.

SOL HOFFMAN, CA-LA-697

Dear Your Thoughts: 30 Jun 87

Recent legislative actions and FCC policies have brought poorly reasoned and unnecessary restrictions designed to curtail interest in amateur monitoring. Most recently the FCC has released a blatantly flawed report with recommendations affecting the future of public access to satellite transmissions. The report in effect recommends that control of distribution and profits from this technology can rightfully be confined to programmers and their co-symbiotic cable interests. There can be no clearer example of public disfranchisement, first by too much and then too little government.

In the monitoring case, Congress and the FCC leap out in a hyper-regulatory mode to protect limited interests. The results are nonsensical restrictions and possible criminal penalties for monitoring "in the clear" (uncoded-unencrypted) transmissions in easily accessible rf bands. I will be among the first to concede that sensitive government and private communications are not public property and reasonable efforts should be taken to implement and protect their privacy. The first, best and most effective means to that end has long since been available in off-shelf technology and hardware. Parenthetically, the vast majority of the world accords privacy to all that are circumspect in their activities. Laws can be easily defined and properly apolied to those that violate a clearly established domain. By way of a historical case in point, telephone landlines were never readily accessible and in the main privacy was a conceded fact. Government agencies and private users understood that practical measures (ie. user encryption) was the effective response when greater privacy was required. Strong statutes, not prohibitionary shams, could then be applied to prosecute (they don't deter) true antisocials. I would suggest that the government's constitutional mandate is to act in the public interest by first requiring user diligence and then properly apply its punitive might against those bent on criminally subverting important freedoms.

Monitoring enthusiasts are a healthy indicator of a free society. As informed eyes and ears they have supported communications advances and often provided assistance in public emergencies. Monitoring has often been an enroute checkpoint for those moving into amateur radio or future professional employment in communications. Numerous volunteer and professional public safety personnel use scanning receivers on and off duty. The news media (informed free press) actively relies on monitored communications. Neighborhood watch groups in recent years have swelled the ranks as serious hobbyists. Amateurs and those hobbyists knowledgeable in communications were the nucleus mobilized to train and initialize military coms in WW II. We disdain the Eastern bloc's information paranoia that severely inhibits creative endeavors and imprisons the minds of its citizens. I for one believe that the vast majority of radio monitors are highly responsible in their activities and deserve nothing short of respect and encouragement from their government!

A few months ago the FCC released its recommendation on the current and future status of satellite communications. Among the key findings were: 1. That no single encryption standard was recommended to insure public access to the variously encoded for-pay signals; 2. That programmers and the cable industry did not constitute a restrictive monopoly operating contrary to the public interest. There can be no debate that the utilities already established on C-band and the higher resolutions becoming available on Ku-band are the new era and immediate future of mass communications. There are not less than two compelling arguments that must be considered if public officials are to proceed in a responsible fashion.

Like the earthbound rf spectrum, the domain in which geostationary satellites can operate is a highly limited **PUBLIC RESOURCE.** The number of satellites that can be placed in stationary orbits (that region of space known as the Clark belt) is indeed quite small, well within the counting range of a pre-schooler. Irrespective of how many private (for profit) dollars may be invested, it is unconscionable that the public's interest be given away to a couple of high bidders! The historical precedent for developing public resources has long since been established in the earthbound rf spectrum and use of public lands. With justifiable cause, private exploitation has, with notable exception, been strongly guarded against.

NASAs space program (and military microelectronics) were used to usher in this new era. Federal money continues to support the high tech research and facilities necessary to implement this future. By virtue of its rights and continuing investment, it is inconceivable that the public should not receive that highest consideration and priority in accessing the benefits of its technological success. I have no objection in paying providers for goods and value received, especially when it contributes to further meaningful progress. I must declare a foul, however, when the public is being set up to pay continuing and unpredictable costs for non-standard hardware and suffer non-competitive user fees payable to tax subsidized de facto monopolies. I see the makings of a trend where the public's rights and investment in space could easily be sold out to a few loud bidders.

The sky may not be falling, but I strongly urge one and all to become informed on these and other vital communications issues. The expeditious and proper development of information systems may well be the single most important political and economical revolution of this century. **Take time to define the issues, develop a CONSTRUCTIVE position and share your views with responsible Legislators.** It could well be described as a choice between doing for all versus all being done to. For one, I become very uneasy when my family's future in subject to being given away at private auction. My ultimate upset is the apathy that allows public servants to disregard their job-descriptive oaths. How about you?

John Leth-Nissen, KS-036

Dear Your Thoughts: 1 Jul 87

I am writing this letter in regards to the input in the 1986 RCMA survey that appeared in the July issue of the RCMA newsletter. After reading the results of the survey, I noticed many of you wanted more information for your area. Even with the large membership that RCMA has, there are still the famous words NO COLUMN THIS MONTH.

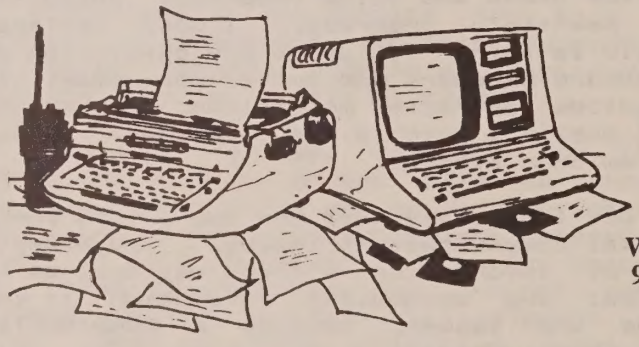
Just think, if each member would sit down and spend 15 minutes to write down your favorite frequencies or clip out an article you see in the newspaper or one of your favorite magazines, the editors would be flooded with a lot of mail.

I know the material is out there. For example: I placed an ad in the Contact/Information Wanted column of the July issue of the newsletter and I received about 4,000 frequencies and that was just for a part of one state. There are a lot of shut-ins out there among the membership who look forward to getting their newsletter each month to find out what is going on in the hobby of monitoring. I know...I am one of the shut-ins due to being a victim of several strokes. Just seeing one or two new frequencies in the newsletter could bring much enjoyment to someone whose hobby is monitoring. Take a few minutes of your time and send your favorite frequencies to one of the editors. If you are in doubt as to whom to send them to, send them to the General Editor in Boca Raton, Florida, the Assistant Editor in Manhattan Beach, California, or myself, Editor of Monitoring and the Law, and they will be forwarded to the right editor. Remember, RCMA is only as good as you, the membership, makes it. Many organizations cease to be because their members do not get involved. Don't let this happen to RCMA.

RCMA is one of the best organizations around the world today. Let's do our best to keep it that way by taking a few moments of our time to jot them down and send them in.

I find another good way to promote RCMA is to talk it up among your friends. We recently held a wedding reception at our home for our eldest son who got married in Louisiana. I just happened to have both of my monitors with several copies of the RCMA Newsletter next to each of them. I was somewhat surprised to see how many of our guests showed an interest in the hobby of monitoring. In fact, several of our guests asked for the address of RCMA. So the next time you are sitting out on your deck, or in your yard, take a few minutes to list your frequencies and send them in for all to enjoy.

Roger West, MN-052



From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
961 Azalea Street, Boca Raton, FL 33486

SOMETHING ELSE NEW?

We are considering something new to get more information and improve the general membership input for the Public Safety columns. To keep you, the membership updated with what we are considering, and to perhaps obtain your comments, what do you think of this idea:

We are considering the appointment of "state" assistant editors to help collect and originate detailed information for their assigned geographic area. The members selected for the position of "assistant editor" will not be required to type or actually write a column. The job will be to collect information on the assigned area and to forward the information along monthly to the actual column editor.

If adopted, this "assistant editor" program will do several things. First, it will allow more members to become directly involved in the collection and reporting of data for their areas. Second, it will give better coverage to the NEWSLETTER reader because there will be more first line, detailed reporting monthly. And, third, it will allow the column editor to have more monthly input for the column, with coverage input from every jurisdiction.

Our initial test will begin with Public Safety Southeast. I have talked with Jorge Rodriguez about this and he is eager for the help. So, the first step is to see if we can locate qualified and willing members to work with Jorge on a monthly basis, providing him with monthly input from their state. The general membership will be directed to send their letters, contributions and frequency updates to the "assistant editor", so it can be combined with other material and then sent on to Jorge, who will actually write the monthly column. This will require close association and cooperation between the column editor and the assistant editors.

If you would like to be considered for the position of "assistant editor" for your state, please let me hear from you. Right now, under this test program, we are looking for "assistant editors" for Public Safety Southeast ONLY. Later, if the program works for Jorge, then we will make additional appointments for other columns. Your job will be to collect and report information for YOUR state, and send the information to Jorge for typing and printing as he builds the column.

You must live in the state of coverage. Right now, we would like to hear from those interested in being "assistant editors" for Florida, Georgia, South Carolina, North Carolina, Virginia and West Virginia. You must be willing to collect and submit something from your state each and every month, without exception! Later, if selected, your name and mailing address will be printed in the column so that members living in your state will be able to contact you regarding information for printing.

Again, please let me say clearly that this is a TEST venture! We will see how the program works for Public Safety Southeast before deciding whether to implement the program of state "assistant editors" for other columns. It may prove to be too complicated or we may not get enough volunteers, and if this is the case, then we will just drop the program and continue on, as is. However, the application invitation is extended to those of you in the coverage areas mentioned above. If you have a complete understanding of what we are trying to do, and you would like to be considered for the position of "assistant editor" for your state, please let me hear from you!

LISTENER'S PROFILE UPDATE

The centerfold LISTENER'S PROFILE forms have brought in a moderate collection of information from many different areas of the country. Since all of the forms were addressed to me, I have distributed them to several of the column editors as well as Joe Lewis, the Listener Profile editor. This initially seems like an outstanding way to get material for the NEWSLETTER, and I am certain you will be seeing the form again in the centerfold of the magazine as space permits.

This is probably one of the best data collection methods that we have devised, as most of the responses were complete, detailed and offered excellent listening guides for many areas of the country. For those of you who took the time to fill in the blanks for your listening area, I would like to say thank you! For those of you who did not list for your monitoring area, I hope you will take the few extra minutes required to complete the form when it is printed in the centerfold of the magazine! We need your updated reports to print a really enjoyable and worthwhile magazine each month. The form will appear again several times in the months ahead, and your personal contribution will be appreciated by all!

TRUNKING ALMOST PROHIBITS MONITORING OF MIAMI POLICE

The City of Miami Police recently made a frequency move from the UHF band to the new 800 MHz system. In doing so, the Miami PD elected to have Motorola provide them with a trunked system. The new system has twenty (20) trunked channels. Nineteen of the frequencies are used for communications. One channel provides data for controlling the complete system. As with the previous UHF system, there are four main dispatch channels. (Additional information on the City of Miami 800 MHz system are noted in the Public Safety Southeast column, July 1987.)

One would think that monitoring of the Miami Police would be pretty simple considering that there are only 20 channels, four for primary zone dispatch, one for control-

ling the channels, and the remaining for "talk around" and other special assignments. As the news media in Miami found out, this is NOT necessarily so! First, keep in mind that the Miami news media has unlimited funding for scanners, handhelds, monitors or whatever else would be needed to monitor the 20 channel system.

Here is just some of what the collective Miami news media group discovered about the unscrambled, 800 MHz, trunked system... first, the controlling channel (which carries nothing but digital sounds for selecting the channels to be used for each and every transmission) is automatically changed every 24 hours. If you have your fancy 800 MHz scanner programmed to scan all 20 channels, your first daily need will be to lock out a different channel every day, unless you want to listen to the almost constant digital sounds. Next, the four dispatch primary dispatch channels, which are in almost constant use, are bounced around between almost every transmission between the remaining 19 frequencies. It is almost impossible to follow any conversation unless you have 19 other monitors, each locked on a single, different frequency of the system.

The Miami news media group has tried many different approaches to understanding the system, and none have been successful to date. The Motorola STX system could be monitored by giving the news monitoring group a computer chip which understands the digital sounds and commands, but Motorola will not provide the control chip without the permission of the Miami PD. The police will not give their approval. That ends that attempted solution.

Next, the Miami news media group approached the City Council to see if there was some way they could get, with council approval, fixed primary dispatch channels. The reply from the City Council was negative. In their response, the Council said that it would not be in the best interest of the City of Miami or the Police Department to set up such a "general broadcast of police dispatching" after spending thousands of dollars on the new, complex Motorola STX trunked system. The news media (and all others who want to monitor the Miami PD) are back where they started.

Trunked systems are indeed complex and interesting. With the increased use of 800 MHz, you will be seeing more and more about trunked communications. The monitoring of a large city which uses a trunked system will offer some interesting challenges. With the increased complexity of communications dispatching comes the increased complexity of monitoring. "Stay tuned... but not necessarily on this frequency!"

AMATEUR RANKS SWELL AT RECORD RATES!

The W5YI REPORT states that for the 60 day period ending May 31, 1987, there were 10,314 Novice license applications processed! By comparison this figure was 3,418 for the same period last year! The Novice Enhancement is having the desired effect now that Novice hams have certain voice access to certain ham frequencies.

AMATEUR RADIO TRAINING MATERIALS AVAILABLE

The Radio Shack stores will soon be selling training materials for those interested in obtaining an amateur license. In addition, our own Gordon West has expanded his line of training and testing materials. The expanded interest in amateur radio and the easy to obtain Novice license will have a deep and profound effect on radio, digital communications and increased use of the ham bands for years to come! You can soon purchase your own Gordon West / W5YI training materials at your local Radio Shack store! Congratulations Gordon on the promotion of amateur radio through the Radio Shack marketing chain!

REGENCY ANNOUNCES A RETURN TO CB MARKETING

Regency Electronics has announced they are re-entering the citizens band marketplace with a new, fully synthesized CB transceiver. The W5YI REPORT states that the new Regency Informer CB-1 ($69.95) and CB-2 ($159.95) will soon be available through local Regency dealers. There are also lots of new CB units appearing on the market with the look of the cellular telephone. Manufacturers are also offering a look-a-like cellular antenna for the CB band. (Field reports indicate very poor performance on this design for the CB band.)

ICOM 7000 RECEIVER MODIFICATION UPDATE

In a recent issue of MONITORING TIMES, a modification to the Icom 7000 receiver was

mentioned. The alteration to the squelch circuit, yet to be verified, will allow the Icom 7000 to have a "squelch delay" of about five seconds after stopping on an active channel. More information on this modification as details are known.

CELLULAR APPLICATIONS SET NEW RECORD

The FCC announced recently that cellular telephone applications increased to more than 680,000 during 1986. There are 192 cellular systems now in operation, and the current rate of new subscribers is increasing at the rapid rate of 31,000 per month. If this current rate continues, there will be over a million cellular telephones in use sometime in 1987. By the way, the FAA Air Carrier Inspectors are now keeping a watchful eye to prevent portable cellular phones from being used aboard commercial aircraft. Cellular phones are not approved for use on board the commercial airlines.

IN THE MAIL THIS MONTH

We received a letter from Daryll Symington, publisher of the recently reviewed UTILITY QSL ADDRESS GUIDE, mentioning that there has been some confusion over the name of their company, RadioData Unlimited, and the title of another book devoted to shortwave broadcasting. Daryll states that they have now changed the name of their company from RadioData Unlimited to Radio Infosystems. You can now order the QSL book from Radio InfoSystems, P.O. Box 399, Holland, Ohio 43528.

Several letters this month mentioning letters sent to staff editors... one stated that they were pleased when they requested a frequency listing, and in response to their request, the staff editor sent a list of over 800 frequencies. Another letter stated that he had received no response to a request for information. On this subject, remember to always send a stamped, self-addressed envelope with any correspondence to an RCMA staff member! This is a small token on your part, but a very important gesture to the editor. RCMA does not pay postage costs for editors, and your stamped, self addressed envelopes are always very welcome and most helpful in getting your correspondence answered promptly.

The RCMA staff position for Editor, Space Communications, is still available as this article is being written. If you are interested in becoming Editor of the Space Communications column, please write to me today. You will have free RCMA membership during your time of service on the RCMA staff. We are currently seeking a qualified RCMA member to write this monthly column on Space Communications.

AIRCRAFT

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1913F Oak Creek Lane, Bedford, TX 76022

Its travel time again with three days preparation needed but only one day to do it. We're off to the cooler climate of Colorado through Oklahoma, Kansas and Nebraska, completing the circle through New Mexico and back to Texas.

Some of the mail that would be appearing in this September issue will be delayed a month because we'll be on the road when our normal deadline for the column arrives.

In the August issue we discussed ATC separation standards as they are applied in the control tower. For the most part this discussion would have been appropriate for a busy General Aviation airport, i.e. the large portion of traffic composed of light single and multiengine aircraft. A major terminal such as O'Hare, Atlanta, Los Angeles, Kennedy etc usually has a large percentage of aircarrier traffic with but a few light aircraft using the airport. And while the same rules and procedures apply, its not the same game. At the busy aircarrier airport, arriving aircraft are spaced precise distances apart by the arrival controller before the aircraft is changed to the tower frequency. Usually the spacing will be 3 miles, but will be increased to 5 miles when following a heavy aircraft for "wake turbulence" avoidance. When the arriving traffic are spaced thusly it is no problem for the local controller in the tower to maintain the required separation. In this case the first arrival

must be clear of the runway before the second or following aircraft crosses the runway threshold. Like shooting ducks in a rainbarrel you say to control arrival traffic. And while this is true, the three miles in trail separation will provide just enough time to get a departure out between them if the timing it right. And squeezing that departure out between the arrivals requires nerve, confidence, talent and trust. The trust comes in for the controller in that he trusts the pilots will response promptly and precisely. What happens, you ask, when the maneuver doesn't come off as planned. Well, if the departure has taken the runway or is slow to get onto the runway, the second arrival will be instructed to "Go Around." On very rare occasions the departing aircraft might be instructed to "Aboart" and the arrival to go around. But in most cases its a thing of beauty to watch traffic at Washington National airport, with the arrival just clearing the airport when the departure begins takeoff roll, then just as the departure clears the field boundary, here comes the second arrival over the threshold. At San Francisco the arrivals come side by side to parallel runways with departures taking off from a crossing runway passing between the arrivals. I've watched both airports from the control tower for hours on end almost hypnotized by the drama.

Several weeks ago Randy Fazelle called to say he had moved to the Dallas area from Portland Ore. and asked if I might have some radio frequencies of interest in the aircraft and public service bands. Randy went on to say that he was a good friend of our FCC Editor George Dubois, who had been helpful with information in the Portland area. During our conversation, I learned that Randy was originally from California and one of the early members of RCMA. Sometime soon I look forward to meeting him in person for a thorough exchange of ideas.

The mail is on the light side this month, so that should leave us a little extra room for frequencies.

Howard Richmond wrote to say he had run across the phone number of ARINC, quite by chance and that at his request they were sending him some frequency information. In my response I told Howard we had received the telephone number and mailing address of ARINC in Bohemia NY and this information was in the July issue of the Newsletter. Howard indicated we would hear more from him after he received the frequencies.

Robert Barker, TX-076, sent some pictures of equipment he had photographed at Austin Mueller airport and asked if I could identify it and explain how it was used. From the pictures and Robert's description I would hazard a guess to say it was wind shear sensors placed at various locations about the airport. If the sensors show a significant difference in wind speeds, direction or both, an alarm in the control tower alerts the controller to the wind shear potential and advisories are issued to landing and departing traffic. Unfortunately the area monitored by this equipment is limited to the airport itself and windshear poses a serious threat to both landing and departing aircraft while they are at relatively low airspeed. Not only that, the aircraft is usually configured with flaps and gear down and very slow to accelerate when this becomes necessary to minimize the threat of windshear.

Darrell De Zarn, WA-80, wrote with a frequency list for the Seattle and Whidbey Island area. Since his previous correspondence with us he had purchased the Realistic PRO-2004 and seems delighted with the 300 channel versitility it provides. Darrell is looking for information on helicopters used by the Navy for Search and Rescue as well as those used for medical emergencies and fire fighting. Since I couldn't be of much help, I'm hoping some of our members might come through with these.

Mr. Kidman, Iowa-23, called for frequencies for the Thunderbird Demonstration Team. And I'm afraid I wasn't of much help. And while I've worked with both the Blue Angeles and Thunderbirds the channels they used were always considered confidential. If those being used were in the UHF band, I would not be concerned about releasing them if I knew what they were. But those in the VHF spectrum pose a serious problem in that anyone in a light aircraft or any other aircraft for that matter, could transmit on the channel at a critical time and jeopardize the pilots and spectators. For us scanner buffs, however, it would be interesting to listen while the show is taking place.

Now lets see if we can't come up with some frequencies for the month.

Here is the listing from Darrell De Zarn for Seattle/Whidbey Island.

Seattle Center	125.1	128.5	124.2	123.9	319.2
	128.3	120.3	132.45	120.4	
	128.5	134.95	119.5	128.5	

Search and Rescue	123.1		Anacortes	Unicom	122.8	CAP	148.15
Whidbey Island	118.2		120.7		270.8		

Last month we provided frequencies for the Boston Center, and this month we'll continue with those for Albuquerque, Atlanta and Chicago. Most but not all include the UHF paired channel that is keyed simultaneously with the VHF transmitter.

ATLANTA ARTC CENTER

Albemarle, NC	133.15/251.1	
Anniston, Al	134.95	
Athens, Ga	124.45/256.9	127.50/306.9
Augusta, Ga	128.10/323.0	
Birmingham, Al	133.50/261.5	135.60/316.1
Black Jack Mtn	127.05/370.9	
Charleston, SC	128.40/381.6	
Chattanooga, Tn	124.87/327.1	132.05/353.8
	133.60/299.2	134.80/363.1
Columbus, Ga	133.17/377.1	134/70/357.6
Crossville, Tn	125.92/236.7	128.65/254.3
Gadsem, Al	133.80/353.7	
Greensboro, NC	128.80/379.2	132.75/343.8
Hampton, Ga	132.17/323.1	133.35/287.9
Hinch, Tn	128.65/254.3	132.67/279.5
Hickory, NC	125.15/263.0	134.55/290.2
Huntsville, Al	133.97/380.2	
Jonesville, SC	128.75/257.9	132.62/289.1
London, Ky	127.30/253.5	133.45/272.7
Macon, Ga	123.95/269.3	133.10/348.7
	135.10/353.9	
Marion, Al	132.25/297.4	
Millen, Ga	135.55/352.4	
Montgomery, Al	126.40/351.9	132.87/290.5
Mt Airy,Ga	126.77/301.4	
Murkey Haven, Ga	134.95/306.2	
Newport, Tn	132.80/236.5	
Oglethorpe, Ga	118.90/307.9	121.35/360.6
Owing, SC	132.42/269.1	133.70/327.0
Pirelevel, Al	132.87/290.5	
Tri City, Tn	120.77/338.3	132.97/307.8
	133.20/319.9	135.02/335.6

ALBUQUERQUE ARTC CENTER

Alamogordo, NM	132.65/257.6	
Amarillo, Tx	127.85/351.7	134/74/381.6
Animas, NM	127.95/351.8	133.00/281.5
Carlsbad, NM	132.55/343.6	
Childs Peak, Az	125.25/307.3	126.45/288.3
	132.45/371.9	135.15/350.2
Clines Cor.NM	132.80/299.3	133.65/284.6
El Paso, Tx	128.20/285.5	132.55/343.6
	133.27/270.3	134.45/278.3
Ft Stockton, Tx	132.55/343.6	134.45/278.3
Globe, Az	124.50/306.2	132.35/353.9
	133.85/290.3	135.72/339.8
	338.3	260.6
	258.3	
Mesa Rica, NM	135.05/363.2	
Mt Dora, NM	133.05/363.2	
Nambe, NM	134.50/353.8	
Prescott, Az	128.45/298.9	132.90/312.0
	322.9	
Raton, NM	134.50/353.8	
Roswell, NM	132.65/257.6	133.80/353.6
Sandia Pk, NM	132.80/299.3	
Truth or Con.,NM	128.20/285.5	
Tucson, Az	127.95/351.8	133.00/281.5
Tucumcari, NM	125.60/319.2	135.70/251.1
Winslow, Az	128.45/298.9	132.90/312.0
Zuni, NM	125.20/307.2	134.60/287.9
	135.80/343.9	

CHICAGO ARTC CENTER

Aurora, Il	123.75/354.0	135.15/301.5
Bloomington, Il	118.05/256.9	
Bradford, Il	127.95/353.5	133.82/291.6
Burlington, Ia	135.60/316.1	
Cedar Rapids, Ia	132.80/261.5	
Chicago Heights, Il	132.95/272.7	
Danville, Il	127.45/397.9	
Dells, Wi	125.60/307.1	133.60/269.4
Dubuque, Ia	127.00/351.8	132.72/343.6
	133.95/281.4	135.72/285.5
Ft Wayne, In	119.85/362.3	132.15/269.1
Gary, In	125.20/323.2	127.80/385.5
	132.95/272.7	133.70/387.1
Goshen, In	127.55/263.1	135.90/317.6
Grand Rapids, Mi	135.65/319.1	
Hampshire, Il	128.05/381.4	
Horicon, Wi	127.50/306.3	132.22/327.8
	132.75/263.0	
Jones, Mi	133.42/343.7	134.15/254.3
Milford, Il	132.50/353.6	135.75/377.2
Milwaukee, Wi	125.10/323.1	132.30/360.6
Muskegon, Mi	126.25/285.4	
O'Hare, Il	120.35/317.4	133.20/360.8
Ottumwa, Ia	121.40/354.1	
Pullman, Mi	128.50/269.6	
South Bend, In	126.62/273.6	
Washington, Ia	133.35/297.4	134.32/239.3
	135.82/385.6	

AMATEUR RADIO COMMUNICATIONS

This column is for reporting on amateur radio activities that may be of interest to scanner listeners. Send reports and questions concerning repeater nets, civil emergency systems, packet ratio, amateur TV, etc., to:

Gordon West, 2414 College Drive, Costa Mesa, CA 92626

"TROPOSPHERIC DUCTING EXPLAINED"

Summer and fall seasons traditionally bring us enhanced VHF and UHF range. The enhanced range is noticeable on your scanner by noticeably stronger signal levels on distant base station transmitters. On the ham bands, this longer-than-usual range is easily identified by repeater stations magically appearing on frequencies that are normally silent.

Enhanced range is also quite noticeable on distant TV stations. Signals normally too weak for snow-free color reception now are crystal clear with excellent color tones.

Even the cellular telephone users will find enhanced propagation during the summer and fall when they begin receiving ring backs well out of their normal service area.

Range enhancement on VHF and UHF frequencies is created by an atmospheric phenomena called "tropospheric ducting". Frequencies between 30 MHz to 10,000 MHz are most effected by the atmospheric "tropo". Tropospheric ducting has nothing to do with sunspots nor the effects of sporadic E. Tropospheric ducting is not a skip signal and does not have the characteristic 30-second, deep-fades most attributed to ionospheric bounce.

The principles of range enhancement on VHF and UHF frequencies from tropospheric ducting is the same principle that lets us see the optical illusion of water on the hot roadway ahead. The "water" is really a mirage, and a mirage is a reflection of the sky bouncing off a thin layer of super-heated air inches above the pavement or sand.

VHF and UHF radio waves behave much like light waves. They may be bent, scattered, reflected, and in a "tropo", REFRACTED. The amount of radio wave refraction depends on the refractive index they are traveling through. A sharp change in the refractive index will make a rod

look bent when you stick it into a swimming pool and view it from the surface. The sharp refractive index of a prism will break light waves into individual frequency bands.

Our atmosphere will many times support sharp boundaries of air with different refractive indexes. You can see this as a mirage as well as shimmering lights at night after a hot afternoon.

For VHF and UHF radio waves to be bent back to earth well beyond the normal optical horizon, we need a sharp refractive index change in air pressure, air temperature, and air water vapor content. This change is usually called, by weathermen, a tropospheric inversion.

Normally air temperature decreases with height. Normally air pressure decreases with height. Normally water vapor content decreases with height. However, during a widespread atmospheric inversion, pressure, temperature, and water vapor take a sharp increase at about 1,000 feet in altitude. This abrupt change in temperature, water vapor, and air pressure will many times cause VHF and UHF radio waves to refract back to earth hundreds of miles away.

These widespread temperature inversions many times form in the presence of high pressure systems. Cool, moist air, many times associated with a hurricane in the south, will push north under hot, dry air associated with a high pressure system. The descending dry air forms a sharp boundary level causing VHF and UHF signals to follow the curvature of the earth for hundreds of miles. Over water, there is always plenty of cool and wet air above the surface of the lake or ocean, so the tropospheric effect is even more pronounced.

The tropospheric duct might also form in front of slow-moving or almost stationary cold fronts traveling across the country. This many times will give some exceptional 1,000-mile VHF and UHF openings to hams using repeaters and scanner listeners tuning in base stations incredibly far away.

The higher the frequency, the better the tropo! I am one of the world record holders for tropospheric ducting on VHF and UHF ham bands between Hawaii and the California coast. This year we will be attempting to set a new record by bridging the gap on the amateur radio 10.5 gigahertz band (10,250 MHz). We will be using a whopping 250 milliwatts of power into 4-foot dish antennas. We know it can be done because radar sets aboard boats here in Southern California have picked up Hawaii on a very large and long echo.

So next time you work a distant repeater on your VHF or UHF set that is hundreds of miles away, know that this long-range DX is from tropospheric ducting. The signals will normally not fade, and will stay strong for several days providing your local weather conditions don't change. On the scanner bands, it's quite possible this summer and fall to pick up stations up to 1,000 miles away for several days straight when your weather pattern stays the same.

Welcome to tropospheric ducting!

BEGINNER'S CORNER

If you are new to monitoring or have a question about something you don't understand, please write to me at the address given below, and I'll try to answer you. When posible, your questions and answers will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

John P. Leth-Nissen, Rt. 1, Box 101, Benton, KS 67017

YOUR MAILBOX: BC mail continues to provide a mixture of secific questions of general interest. All too often these inquiries include a few brief words professing a lack of understanding as to how receiving equipment does its thing or what a particular control is really doing. This month BC will go public with some specific responses and say a few things about how radio transmission/reception takes place.

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INQUIRY: WA-080, is among a number of members that write expressing

their dismay at the difficulties involved in contacting fellow local members. He suggests that RCMA (possibly BC) compile a printout of members interested in direct contact.

RESPONSE: First, contrary to a coment published in a previous BC column, RCMA senior staff is no longer capable of acting as a mail forwarding service. FYI item two on the inside cover of the newsletter is therefore inoperative. (Membership has dramatically increased and there is only so much that a volunteer staff can accomplish.) The CONTACT INFO column is now the prescribed channel where a FREE!!! ad affords member privacy while making contact possible.

The shortcoming of the CONTACT INFO approach is that its value in announcing contact interest has a very short life (one month/issue) making it a highly limited utility. The questions then become...IS THERE SUFFICIENT INTEREST?.....WHAT CAN BE DONE?.....AND WHO'S GOING TO DO IT? The second and third question are mute until the first is properly determined! BC therefore requests input from all members interested in setting up a more streamlined and effective way of putting interested members in touch with one another. If interest is sufficient senior staff may be motivated to modify or create a dedicated staff post. Or a group of editors may be able to put something worthwhile together? Vote your interest on this question and if possible include your suggestions and/or trepidations as the case may be.

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INQUIRY: CALA-466 offers..."Something that I have never had explained to me satisfactorily is - how does the squelch work in radios?"

RESPONSE: Thank you for sharing your interest with Beginner's Corner. By your inquiry, it would seem that you have already posed this squelch question before, so I am uncertain what technical level would provide you a satisfactory answer. That being the case, I will run a few notions your way and hopefully include the handle you've been looking for. If you would prefer a different approach or further development of some of these ideas, drop me a follow-up note and perhaps we can communicate to a proper resolution. As I am currently putting together a column dealing with some of the fundamental characteristics of radio transmission, the first part of this response may have more background than you require.

WHATs IN A HERTZ:

An observation on human nature can provide a usefull example of how a radio system works. In the process of day-to-day living repetitious routine events are automatically dealt with so that attention can be focused on variations that require special consideration (decoding). Likewise, a radio receiver will selectively consider and decode and variations in a preselected frequency. This concept of **detecting and decoding variations is the key** to visualizing radio theory. With that key in mind, a few technical terms tied together with some familiar analogies can provide a very workable overview.

The rocking pendulum of a grandfather clock is relatively familiar subject that can provide a clue to several necessary terms. A round trip for the pendulum includes a starting point (take your pick), an excursion to both extremes of travel, and a return to the starting point. Such a round trip can properly be called a **CYCLE** and the time needed for such a round trip called a **PERIOD.** The pendulum is said to be **PERIODIC** as each trip cycle occurs in an equal amount of time. The constant distance between maximum excurions is a fixed **AMPLITUDE.** The number of complete cycles in a unit of time is referred to as its **FREQUENCY.** For example, if the unit of time is one second and the pendulum makes two complete trips, its Frequency is two Cycles Per Second (cps). Some few years ago, the generic term (cps) was renamed **HERTZ** (Hz) giving tribute to a noted scientist and effectively obscuring its previously visible composition. Of importance is the concept that Hz indicates the number of times an event (cycle) is repeated in one second! (Multiplier prefixes - Kilo K= x 1000, Mega M= x 1,000,000, Giga G= x 1,000,000,000)

Human hearing takes place in the **AUDIO Frequency** Spectrum roughly between 30 Hz (low bass) to 15,000 Hz (15 KHz-high treble). The higher the frequency, the higher the sound pitch. The mechanical vibration of air (waves) beating against an eardrum is encoded into electrical information decoded in the human brain as sound. If you discover a receiver that seems to lack a volume control, look for something called AF GAIN. It is fair to surmise that the designer was a) very intelligent or b) didn't knqw how to spell six letter words.

Practical radio transmission takes place in the **RADIO Frequency**, (rf) Spectrum starting at roughly 150,000 Hz (150 KHz) and extending up into the infra-red frequency range. Instead of mechanical energy (air vibration), electro-magnetic waves are used to propogate the energy. These waves are dectected by radio receivers and decoded to reconstruct audio or data waveforms. Some receivers will have what is labeled an RF Gain control. This gaget is particularly useful if you want to decrease the sensitivity of your receiver while listening in on closeup transmitter while tuning out (attenuating) the rest of the world.

RF TRANSMISSION COMPONENTS:

While there are a lot of specialized variations, all radio frequency transmissions can be described as having two main components. The radio frequency **CARRIER** is the primary building block. This fixed frequency and amplitude waveform is propagated whenever a transmitter is activated. When you are monitoring an inactive frequency with the squelch turned all the way down you will most likely hear random (terrestrial) background noise. If a transmitter activates on that frequency without adding audio (like an open microphone) the random noise will be swamped and overcome by the higher-powered transmitter periodic waveform. You may hear a background hum coming from the transmitter and little else.

The second characteristic, called **MODULATION**, is a systematic modification of the characteristic Carrier Wave. The two most familiar for most hobbyists are AM and FM. In AM modulation, the peak-to-peak value of the carrier wave form is varied at an audio frequency rate. A receiver decodes these changes in amplitude to reconstruct the original audio intelligence. In FM modulation the fixed frequency carrier wave is varied at an audio frequency rate and the receiver decodes these variations from center frequency to reconstruct the original audio intelligence. As modulation represents relatively small modifications to a carrier wave, it is possible to detect a carrier at a greater distance than the modulated information. Beyond a transmitter's carrier range all that can be heard is random rf noise. As you get closer, the carrier may begin to overpower the noise. Closer yet and you may sporadically detect the modulation. Within proper reception range, the audio intelligence overpowers the background transmitter noise.

There are a quite a number of exotic methods for modulating electro-magnetic waves, like pulse width, frequency or phase shift modulation to name a few, but all are really only ways of imparting intelligent variations on an rf carrier wave.

SQUELCH CIRCUITS:

This circuit and associated control(s) are used to block a radio receiver's audio output in the absence of an input signal having **preestablished characteristics.** A squelch circuit can be as simple as an adjustable threshold switch. When an incoming signal acheives the control adjusted threshold value, it electrically enables the audio output section of the receiver. In such cases, the threshold control may well be a variable resistor (squelch nob) that can selectively restrict small currents from turning on a (switching) transistor. Turned all the way down, any electro-magnetic noise will be passed. If the threshold is adjusted upward to cut of terrestrial noise, any carrier wave (modulated or otherwise) of sufficient power will enable the audio. In the case of a weak (distant) carrier, the terrestrial interference usually swamps the transmission resulting in lots or noise and little else. If the threshold is increased futher, weak carriers will also be blocked and well modulated carriers should be received.

In all cases, once the audio is enabled, the receiver outputs all noise and intelligence in detected proportions.

Beyond common level sensing designs are a range of moderately sophisticated to extremely intelligent circuit configurations. As receivers increase in price, a feature called NOISE QUIETING enters the picture. Quieting is a receiver's ability to reduce background noise in the presence of a desired signal. Possibly the best example of this were the receivers that successfully detected the Voyager Satelite (2 Watts) transmitting from beyond Saturn while rejecting background space noise. Some of the more sophisticated hobbyist receivers have a squelch system that employ the Quieting approach. When both LEVEL and QUIETING are used, the system is called RATIO SQUELCH.

In the real world practicality of the hobbyists, the simple level squelch system provides the biggest bang for the buck. This straight foward approach is used by the vast majority of amateur and professional users, unless special circumstances dictate a more costly and sophisticated approach. It is completely adequate for most monitoring applications, so I would not recommend upgrading to a more costly receiver just to get some nice 'whistle and bells' squelch features. If you do find yourself in the upgrade market, look at the more importance performance specifications. Squelch goodies certainly qualify as part of a tie breaker between otherwise equivalent units.

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MEMBER INPUT - CASD-078 forwards a good suggestion for obtaining frequency information. "....there is always the direct route. A letter or even a phone call to the place you are seeking frequency info about--be it police, fire, Life-flight or a business--done in a professional, polite manner can often get you the frequency. (And it doesn't hurt to mention that you are a member of RCMA either!)"

On the subject of Aero band information, Jepson (low altitude) charts are very useful for getting a fix on local traffic. You might also contact a local FAA office and ask for (free or discounted) air nav cHarts. Be sure to specify that you are not a pilot (an RCMA hobbyist) as the FAA is nervous about releasing pubs that are only 99.9% current for aviation usage!

ED COMMENT - Thanks for the suggestions!!!!! BC can use all the help it can get so keeps those cards and letters coming. For those into the AERO band, I have had good luck with NOAA sectional charts as an easy to get (most EVERY airport) and economical way of getting local freqs. and a lot of other neat info. Note: This month's mail is next months column. Thanks and happy monitoring! John KS-036

RCMA has a Telephone Number

The new RCMA telephone number is (714)545-9551. It's 'manned' by an answering machine, and while it's been established for RCMA members, its use is limited. You may leave a message concerning delivery or renewal problems; you cannot use it to request club information or order back issues. Appropriate response will be made by letter or postcard, not by telephone. Any call regarding a membership problem MUST be accompanied by your membership number.

Please remember that it is a toll call, so be sure before you dial that a written communication won't do just as well.

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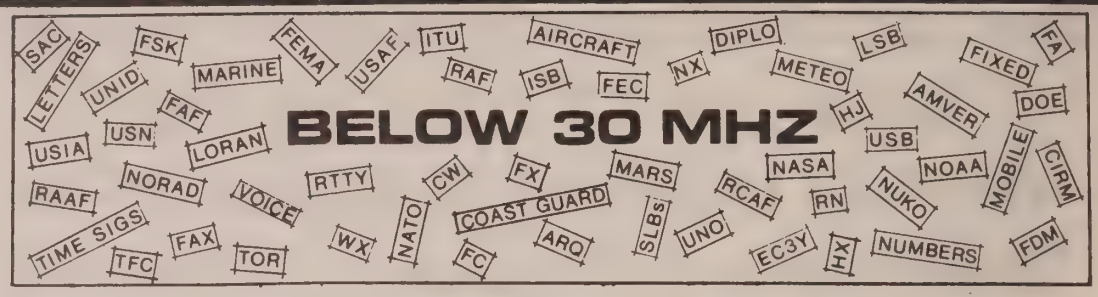

This column is for HF AM, CW, SSB,RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations—essentially everything except broadcasting, CB and amateur radio.

Hugh Stegman, 4354 Coolidge Ave, Los Angeles, CA 90066

Greetings!

Welcome to my second Below 30 MHz. Got some new fixed station loggings courtesy of Geoff (ENG-005), our last editor.

KHz	tx	station call	UTC
5426 & 7724	CW	AEB30 (U.S. Embassy? Freq is a mainstay for KRH50, the London embassy station).	(ongoing)
11142	CW	KRH50 clg. AEB30, KRH71, KTR70/71, KTW70, KWJ58, KWK95, KWK97	"
13387	CW	KKN39 (this one is new, and I can hear it nightly here, on our side of the Big Pond, as it runs endless QRA markers, listening "QSX 4/13/17" --ed)	"
14360	CW	KRZ66, KWA43 KWN93/94, KWS78/79, KWZ99 calling or being called	"
18351	CW	KWS78 (Athens) clg. KG059, KWM24	"
21764	CW	RCV (Moscow, Soviet navy) rng 5F ltrs. Interrupted by "XXX" msg from UMS (also Russian). 2 5F grps, repeated twice.	15 May 0957

Geoff confirms my suspicion that there has been a large increase in U.S. embassy traffic this year. Quite a few of these callsigns are new. KKN30 sounds like State Department. It is the middle of the Iran/ Contra hearings as I write this, and everything feels 007-ish, even though it most likely isn't.

More out-of-band nets:

The recent Popular Communications contained a logging of a maritime mobile net on 6595 KHz, USB. This one was using English, and appeared to be quite a bit less formal than the SS groups I mentioned last time. Drunken profanity seemed to be the rule.

This seems to be a popular frequency, as I have logged EE and SS nets on adjacent 6593.5 and others nearby. There have been references to "fishing" and once I even heard someone being advised to "Call the Godfather!" I would imagine that these are indeed fishing boats, probably right off the Pacific coast.

Due to the popularity of amateur radio transceivers, which can usually be gotten out of band rather easily, the band 6500 - 7500 KHz remains a good place to catch all manner of bootleggers. Clandestine and pirate stations appear here for the same reasons. There are a lot of older AM transmitters being unloaded by licensed amateurs at prices well under $100, and these are perfect for unlicensed broadcasters.

Along with the Johnson transmitters, the Hallicrafters HT-37 is considered a real prize. It only puts out 25 watts on AM, but the audio is unusually clean. I think mine was last seen heading south toward the border from the TRW swap meet... wonder whose side it's on now?

Logging conventions:

In order to save valuable space, most shortwave columns use a system of abbreviations. Here's how to log stuff:

Languages are generally listed as their first letter twice; EE is English, RR is Russian, SS for Spanish and so on. This isn't fool-proof, and other systems have been tried, but we'll stick with the old, well-known one.

A/C	Aircraft	BC	Broadcast
COMMSTA	USCG coast station	CQ	"Calling anyone..."
CW	Morse code	DE	"From..."
ID	Station identification	LL	Landline
METEO	Weather info (usually coded)	MKR	Channel marker
MM	Maritime mobile	MW	550-1600 KHz
NX	News (usually RTTY)	OM	Male voice (Old Man!)
QRA	"This is..."	QRU?	"Any traffic?"
QSX	"Listening on..."	SAM	Special Air Mission
SKED	Scheduled traffic	SW	1.6 - 30 MHz
TELCOM	Telephone call traffic	TFC	Message traffic
TX	Transmitter	T=0	CW stn using "cut" zero
UTC	Coordinated Universal Time -->	**(you WILL log in this!)**	
WX	Weather information	YL	Female (Young Lady!)
#	Numbers transmission	4F	4 number groups
5F	5 number groups	-L	- letter groups

Thus the famous SS/YL/4F is a female Spanish numbers station. By the way, "she" comes from the CIA/ State Department comm facility near Warrenton, VA. The 5F comes from Cuba. Good listening!

Emission Classifications

Some 8 years after its adoption at the WARC-79 radio conference, the new international system of classification has come into wide use. This change has confused just about everybody. The new system, though more comprehensive, is unwieldy and counter-intuitive. Nevertheless, we are stuck with it. Here are some designations of use to utility listeners:

NON	Unmodulated carrier
A1A	Telegraphy by on-off keying (OOK), for aural reception
A1B	Telegraphy by on-off keying for automatic reception
A2A	Telegraphy by tone-modulation of continuous carrier (MCW)
J2A	Telegraphy by tone-modulation of SSB system
A3E	Conventional, double-sideband, amplitude modulation
H3E	Single sideband, full carrier
R3E	Single sideband, reduced carrier (usually 6 dB)
J3E	Single sideband, suppressed carrier (USB or LSB)
B8E	Independent sideband, analog content (SWBC feeders)
B9W	Independent sideband, data or telegraphy in one channel
F1B	Radioteletype using frequency-shift keying
F1D	Data communication using FSK
F3E	Frequency modulated radiotelephone
G3E	Phase modulated radiotelephone (sounds the same)
J2B	RTTY using audio FSK to SSB (sounds the same)
J2C	Quantized (digital) slow-scan television or FAX
J3C	Standard, analog, slow-scan television or FAX
PON	Pulse

Note that the first letter always refers to the modulation type, the second digit (a number) is the nature of baseband (modulating) signal, and the third (a letter) is the information type. Thus, in the third place, A and B refer to telegraphy. C is always still pictures or facsimile, D is data or telemetry, E is radiotelephone or broadcast audio, and W is combinations. Television is F.

Just to further muddy the water, there are optional fourth and fifth digits for details, and a numerical bandwidth designator in front of the whole thing. Those who plow through FCC or ITU records may encounter mouthfuls like 6K00F1BBF (multiplex RTTY). Fun!

Miniprop

Shel Shallon, W6EL, is not only a fixture on the Los Angeles radio scene, but also the author of MINIPROP. This is the ultimate propagation forecasting program. The latest version has to be used to be believed, printing out long tables of predicted signal strengths for your choice of path and frequency. It is distributed as shareware, meaning that if you like it, a donation is appreciated. Grab it on any local RCP/M or PC-DOS system, or make friends with a local user. Yes, it is **that** good!

Recent digging through U.S. Government solar data indicates that Cycle 22 is indeed underway. Conditions will pick up this fall, and improve steadily for the rest of this decade. Check WWV at 18 minutes after the hour for news of possible disturbances, which can cause dramatic effects at their first onset. This is also how to get the daily solar flux reading, for plugging into MINIPROP.

$$$

BUSINESS, ETC. continued

159.570	KVJ910	PACIFIC EXPRESS
152.870	KB24067	PACIFIC MOTION PICTURES
159.930	KWZ975	SECURITY ARMORED CAR/COURIER SVC.
454.000	KTN313	STANDARD OIL CO.
451.700	KNAS773	WEYERHAUSER CO.
461.325	KVW586	AAA TERMITE & PEST CONTROL CO.
463.550	KNAK396	ABC DISPOSAL INC.
461.050	WNAP807	ACE TOWING CO.
461.6625	KLG946	AIRBORNE FREIGHT CORP.
461.400	KNHB679	AKAMAI TOURS INC.
154.515	KNAA444	AKAHI SECURITY
464.300	KNEK769	ALL MOBILE VAN
460.700	KQY369	ALOHA AIRLINES
461.775	KNBQ504	ALOHA BUS SERVICE
151.625	KFE513	ABC-
464.200	KNHV251	AVIS RENT A CAR SYSTEM
466.975	KNHV251	AVIS RENT A CAR SYSTEM
460.900	KNCE788	BAKER PROTECTION SERVICES
151.655	KNCB265	BIG ISLAND AUTO CLUB
461.975	KA54203	BURNS INTERNATIONAL SECURITY SERVICES
463.300	KA62824	BURNS INTERNATIONAL SECURITY SERVICES
35.18	KNFU429	COCO COLA BOTTLING CO.
816.2375	KB47990	COCO COLA BOTTLING CO.\
817.2375	KB47990	COCO COLA BOTTLING CO.
816.2375	KA82806	DHL AIRWAYS INC.
817.2375	KA82806	DHL AIRWAYS INC.
818.2375	KA82806	DHL AIRWAYS INC.
464.700	KNFP606	DIAMOND HEAD TOURS
463.900	KNDT312	EASY TOWING
154.570	KK2847	FIRE CONTROL LTD.
461.350	KTX234	FIRE CONTROL LTD.
464.525	WYV723	GEM OF HAWAII INC.
463.650	KNFA276	GRAYLINE OF KONA
464.225	KNDK608	GRAYLINE OF MAUI
462.075	KNAU952	HAWAII AIR AMBULANCE SERVICE
157.680	WYE327	HAWAII ISLAND HUMANE SOCIETY
464.700	KNBY850	HAWAII SECURITY SYSTEMS INC.
463.500	WNAC309	HAWAII TRIBUNE HERALD
463.500	KKY765	HAWAIIAN CABLE VISION CO.
467.175	KNBG509	HAWAIIAN MONARCH HOTEL INC.
463.850	KWK837	HONOLULU SECURITY POLICE/DOG PATROL
810.8375	KNEM876	IBM RESEARCH/DEVELOPMENT INC.
464.300	KNDP280	IBM RESEARCH/DEVEOPEMENT INC.
463.775	KNJJ958	JET HAWAII INC.
464.925	KXT643	KUHIO COMMUNICATIONS CORP.

THATS IT FOR THIS MONTH

Send business monitoring information <u>east of the Mississippi</u> to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60016

Greetings; The first is from Nate Mister (NJ-225) for Atlantic City, NJ area;
461.625 Showboat Casino & Bowling Center
461.5125 Trump Plaza Casino
Other contributions are from Ken Roberts (FL-025) for Fort Lauderdale, Fla area Roger West (MN-052) for the Wyoming, Mn area.

<u>Chicago Update</u>:

461.85	KWT 324	Ambassador Limousine Service	Chicago
461.85	KDI 326	M.A Lombard & Sons Co	Chicago
464.925	KNHB339	Glenbrook Hospital	Glenview

From Roger W West (MN-052):

155.025	Metrodome - Minneapolis
155.775	University of Minnesota Parking Enforcement
462.675	Central Auto parts - Fridley
462.700	White Bear Oil - White Bear Lake
159.555	Indianhead Truck Lines - St. Paul

159.690 Twin City Freight - St. Paul
159.720 Hyman Freightways - St. Paul
159.750 Consolidated Freight - St. Paul
461.875 Morley Transfer - Forest Lake
154.540 Independent School District - North Branch
155.160 Independent School District #138 - North Branch
155.205 Independent School District #140 - Taylor Falls
155.220 Independent School District #141 - Chisago City
464.925 Independent School District - Forest Lake
152.360 St. Croix Cab Company - Stillwater
153.515 East Central Electric - Lindstrom
158.160 United Power Association - North Branch
158.235 East Central Electric - Rush City
451.100 Northern States Power Company - North Branch
451.475 Northern States Power Company - St. Paul

Here are a few frequencies for the Ft. Lauderdale, Fla. area:

Kauff's towing	157.485
Best towing	461.075
Federal Express	851.9875
" "	854.6125
" "	857.8625
Purolator Courier	452.625
Loomis Armored car	43.92
Airborne Freight	854.9125
Rinker concrete	154.490
Tarmac concrete	152.960
Mack Industries	464.250
Hardrives construction	854.7625
State Paving	851.6625
Pavex Corp.	43.48
Bergeron Land Development	47.52

Dan's Towing	856 thru860.0625 and 861 thru 865.8625
Public Gas Corp.	856 thru 860.0625 and 861 thru 865.8625
Boye's Gas	856 thru 860.0625 and 861 thru 865.8625
Triple R Paving	856 thru 860.0625 and 861 thru 865.8625
John Sessa Bulldozing	856 thru 860.0625 and 861 thru 865.8625
B & L Transportation	856 thru 860.0625 and 861 thru 865.8625

The last six listings are all on the same ten channel trunked system.

Kenneth Roberts
FL-025

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor listening and questions to:

Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8

Greetings all from Canada, and welcome to the September column. I hope you are all well. There's a lot of material for the column this month, so let's get right to it.

My first letter this month is from Tom (CANA-084). He sent in an article that appeared in the Sept 3, 1986 issue of the Voice of the Elgin Farmer. This article discusses the importance of weather and climate information to farmers. For example, chemicals require specific conditions for optimal effectiveness. Some require rain, others need certain temperatures.

The article goes on to say that a weather radio network is being planned across Southwestern Ontario. The planners are having problems finding available transmission facilities to link the stations. The Maritimes presently have a network of 30 weather radio stations.

The article does not say when this network might become

operational. At the moment, Tom says the only weather radio stations in his area (southwest of London) are in Cleveland or Erie in the U.S. These stations only broadcast American weather. The Weatheradio Canada station operating on 162.475 on the CN Tower in Toronto has a range of about 30 miles. Should I get any more information on this new network, I'll certainly pass it on to you.

Tom also sent in some information on the Ontario Ministry of Transportation and Communications (MTC). The MTC are responsible for enforcement of the Ontario Highway Traffic Act, and they run the truck weigh scales. In addition, they are responsible for keeping the roads open in the winter. As part of this function, each patrol yard reports the weather and road conditions for the highways in its assigned area every 6 hours. For anyone driving in Ontario in winter, these reports would be invaluable. (The BC Ministry of Highways also give similiar reports on their radio network.)

Tom reports that the MTC have changed frequencies in the London area, moving from 168.240 (with three repeater towers) to 143.865 and 143.940 (channels 4 and 6 respectively). The repeaters are linked, and are simulcast (i.e. both channels broadcast the same traffic). In addition, the MTC in the Chatham-Windsor area have also moved from 163.995 to 143.730 and 143.880 (channels 1 and 2 respectively).

Below is a list of the repeater frequencies (and repeater inputs) for the MTC provided by Tom. He also provided a list of patrol yard numbers for the London District:

ONTARIO MIN OF TRANSPORTATION & COMMUNICATIONS

Ch 1	143.730 /	148.720in
2	143.880 /	148.705in
3	143.850 /	148.840in
4	143.865 /	148.885in
5	143.805 /	148.825in
6	143.940 /	148.870in
7	143.970 /	148.915in
8	143.955 /	148.930in

Parkhill Tower	XLS444
London Tower	XLS445
Delhi Tower	XLS446
Glencoe (Strathburn)	XLS447
Woodstock Tower	XLS448

ONTARIO M.T.C. PATROL STATIONS - LONDON DISTRICT (#2)

201	Thamesford	210	Glencoe (Strathburn)
202	Hickson	211	Strathroy
203	Simcoe	212	Parkhill
204	Norwich	213	Elginfield
205	Courtland	214	Elginfield
206	Tillsonburg	215	Hwy 401 & Hwy 97
207	New Sarem	216	Hwy 401 & Sweaburg Rd
208	Wallacetown	217	Hwy 401 & Hwy 74
209	Delaware	218	Hwy 401 & Elgin Rd 14 (Iona Rd)

(notes: - Yard 207 is located on Hwy 3 between Aylmer & St Thomas
- Yard 215 is west of Cambridge
- Yard 216 is between London & Ingersoll
- Yard 217 is east of Lambeth
- All of the above operate on 143.865 and 143.940)

It's reasonable to assume from the list above that the first digit of the patrol yard number is the District number, and the 2nd digits are the yard number. From my files, here is a list of MTC district numbers and their headquarters:

ONTARIO M.T.C. DISTRICT NUMBERS

District 1	Chatham	11	Huntsville
2	London	12	Toronto
3	Stratford	13	North Bay
4	Hamilton	14	New Liskeard

5	Owen Sound	15	Cochrane
6	Downsview	16	Sudbury
7	Port Hope	17	Sault St Marie
8	Kingston	18	Thunder Bay
9	Ottawa	19	Kenora
10	Bancroft	20	Kenora

Tom also sent in some newspaper articles that appeared in the London Free Press. The first article was published January 29, 1987 and describes a pilot program to test a new type of voice scrambler. The St Thomas Police are testing the scrambler system on behalf of Tele-Radio Systems of Toronto, at no cost to the police force. The test program is a first for Canada.

St Thomas Police Chief Carl Johnston says that the scanner listener will only get a "garbled and noisy indication" that something is going on. The scrambler equipment is manufactured by an American company, and distributed in Canada by Tele-Radio Systems. Johnston says that such a scrambler system would cost over $250,000 if it were built from scratch, but the St Thomas radios could be converted for about $60,000.

The Toronto firm is absorbing the costs for this trial. The equipment was to be installed during the spring of 1987 in the force's eight vehicles and the communications centre. The police force will evaluate the equipment for its performance and reliability.

The article points out that the primary reason for the installation of these scramblers is to thwart monitoring by criminals (is there any other reason?). The chief said it will also aid tactical operations. Chief Johnston prepared a report for the Canadian Association of Chiefs of Police on criminals monitoring police communications. His report found that criminals had monitored police on their scanners in 247 cases across Canada in 1985. The newspaper article does not give the total number of criminal offences in Canada, so there is no way to really determine how widespread this problem is. I would guess that for all of Canada in one year, we are talking about hundreds of thousands of offences. This makes 247 a very insignificant number. On the other hand, there is no way to tell how many criminals are using scanners and have not been caught (yet).

Chief Johnston also said that his force welcomes visits by other police forces to examine and evaluate the scrambler equipment. He boasts that he expects a lot of Ontario police forces to have a look at it, and the RCMP seem to be interested.

It is difficult to determine exactly what type of scrambler is being tested, but I do not think it is DVP. The DVP equipment would be more expensive, and I don't think it would be that simple to convert a standard radio into a DVP unit. One thought that passes through my mind is the old saying "you get what you pay for." This new scrambler under test sounds like a cheap, simple system, and if it is, then a de-scrambler should not be too tough to manufacture. If a person or group really wants to monitor a transmission and has the money, they can find a descrambler. As Tom points out, drug dealers always seem to have a lot of money. We'll have to keep an eye on this new scrambler to see if it catches on.

The second article sent in by Tom appeared in the London Free Press on February 4, 1987, and reports on the death of Vancouver Police Sergeant Larry Young. The 18 year veteran of the force was killed during a drug raid conducted by the Vancouver ERT team under his command. Investigators found a couple of police scanners in his basement suite. My July 87 column has more details on this incident.

The newspaper clipping discusses the shooting (covered in the July column), and the issue of criminals monitoring the police. The article mentions the radio scrambler test program being conducted by the St Thomas Police, and goes on to say that the London Police Force are considering the incorporation of scramblers as part of its program to replace their radios.

Inspector John Robinson of the London Police Force says that the hold-back in getting the scramblers is the cost. Getting the scramblers may depend on a proposed addition for the London Police Headquarters, which involves relocating the communications centre. Work on the addition is planned to be started in 1988 or 1989.

Thanks very much Tom for all of your information. I hope you can keep us informed on what's happening with the St Thomas Police.

At this point I'd like to add a contribution from yours truly regarding a recent change in ambulance service in Regina. As of midnight April 1, 1987, responsibility for ambulance service was taken over by the Regina Area Municipal Road Ambulance District Board (RAMRAD). Previously, a privately owned ambulance company, Olson's Ambulance provided the service. The RAMRAD Board is funded by the provincial government, and administrates ambulance service in the city. The Board acted as a watchdog on Olson's, answering public complaints and such. Olson's had been in business for 35 years. The Board decided that it can do a better job running its own ambulance service. This takeover makes Regina the first city in Saskatchewan to have a municipally operated ambulance service.

The takeover was rather bitter. The main complaint from the Board was slow service. Olson's operated out of a single base station near the downtown core. Response times to the outer suburbs, especially the northwest, were far too long. Olson's had future plans to construct a base station in the northwest, but did not seem all that anxious to begin the project. An effective ambulance service should have a response time rivaling that of fire departments, 5 minutes or better. Regina has a population of about 170,000, and we have 7 fire stations. With Olson's using only one station, response time has suffered.

Olson's had applied for a fee increase, supposedly to construct this station. However, the Board felt that the increased fees would go more to increased profits than to improvement of service. The RAMRAD Board states that they will operate an ambulance service with a satellite station in the northwest with no increase in user fees.

There were also complaints over the years about the quality of ambulance patient care from the doctors in the hospital emergency wards. These doctors applauded the decision to start the new service. The ambulance attendants were not paid well for their work. Attendants making $7.50 per hour for Olson's will now start at $9.25 with the new service. Almost all of the former Olson's staff (with the exception of 5 senior supervisors) have signed on with the new RAMRAD service.

As I mentioned above, the takeover was rather bitter, with some mudslinging in the news media. Olson's owner had asked the Premier for an inquiry into the takeover, but was turned down. At this point Olson's is trying to seek financial compensation for being put out of business.

The new ambulance service is known as "RAMRAD," and operates on the same frequency as Olson's did, namely 158.760. This frequency is the provincial ambulance channel, used by all the ambulance services in the province. RAMRAD is temporarily using an old fire hall downtown until its two new base stations are ready. The new base station identifies as "Regina Base" on the radio. RAMRAD has leased a fleet of 7 ambulances, 2 with Advanced Life Support (ALS) equipment, and 5 with Basic Life Support (BLS). These ambulances identify as A-1 and A-2 for the ALS units, and B-1 through B-5 for the BLS units. The ambulance codes seem to be identical to the codes formerly used by Olson's. Below is a partial list of codes. (I have not yet been able to decode them all.)

<u>REGINA AMBULANCE (RAMRAD) RADIO CODES</u>

10 - 1	Full Arrest	10 - 9	Repeat
10 - 2	Stopped Breathing	10 - 11	Telephone
10 - 3	Heart Attack	10 - 16	Enroute
10 - 4	Message Received	10 - 17	Destination
10 - 5	Motor Vehicle Accident	10 - 18	Make Yourself Available
10 - 7	Off Air/At Scene	10 - 20	Location
10 - 8	On Air		

Code 1	DOA
2	No Lights (ASAP)
3	Lights (Immediately)
4	Lights & Siren (Emergency)
8	Regina City Police
9	RCMP
11	Regina City Fire Dept

My next letter comes from an anonymous member in B.C. who passes on some changes in the unit numbering system for the B.C. Emergency Health Services (EHS). My May 86 column had some EHS unit numbering for the Greater Vancouver area. EHS seems to have renumbered the units in the Greater Vancouver area, bringing the numbers into line with the Zone 3 numbering system (Zone 3 surrounds the Greater Vancouver area).

Under the new format, a "3" prefix has been added, and the area numbers have had 40 added to them. For example:

Old Unit Number: G-9-A,B,C,...
Where G=Greater Vancouver, 9=North Surrey, A,B,C, are car numbers.

New Unit Number: 3-49-A-1,2,3,...
Where 3=Zone 3, 49=North Surrey, A1,2,3, are car numbers.

The list of area identifiers given in the May 86 column is still valid if you now add 40 to each of the numbers (and of course add the prefix 3). There is, however, a new area added. Area 353 is a station located in downtown Cloverdale which covers East Surrey. The opening of this new station means that 352 Langley no longer covers East Surrey as a primary response area. Both areas are experiencing substantial population growth.

EHS is also now using a new suffix "K" on some units, for example 353 K1 East Surrey. Our anonymous source says that this may be a part time car. The ambulance attendants are paid per call, similiar to the scheme used to pay volunteer firefighters. Our member does not believe that there are any part time paramedics.

The "X" suffix is still used by EHS, and designates a transfer car only. For example, 347 X1 New Westminster transfer car.

It should be noted that all of this EHS information is based on monitoring, and has not been confirmed or denied by any official source.

Our anonymous member also sent in some information on the Belcarra-Sasamat Fire Dept, which also covers the Anmore and Ioco areas north of Port Moody near Vancouver. (As a point of interest, the campground I stayed in while I was visiting Expo 86 was in Anmore -ed) This all volunteer fire department has two stations, one at Sunnyside and East Roads in Anmore, and one on Bedwell Bay Road in Belcarra. Both stations are dispatched on 159.180 by the Port Moody Fire Department, who have an automatic mutual aid agreement with the Belcarra-Sasamat Fire Dept.

The mutual aid agreement seems to require a Port Moody (paid) fire truck to respond when the volunteer trucks from Belcarra-Sasamat are dispatched. For example, on a recent motor vehicle accident in Anmore, Port Moody Truck 62 (Pump) responded with Belcarra's Pumper 3 and Sasamat's "R & S" (Rescue and Safety) unit. The reason for this is probably to ensure a minimum manpower on the scene for any incident where a volunteer fire truck is called out. In the event that insufficient volunteer firefighters respond to the call, the paid firefighters can fill in. A similiar agreement exists with the Surrey Fire Department when an all volunteer fire hall responds to a call. In these cases, a truck from a paid hall also responds to ensure a minimum manpower on the scene.

Our member also reports that the Sechelt-Gisbon RCMP are now on a new repeater frequency 139.350 (R). (Old frequency was 140.190).

Also, the Vancouver International Airport Fire Department is on 460.1625 (R).

Thanks for the contribution mystery member. Let's hope we hear more from you in the future.

With that I have to close for this month. Next month I'll have reports from B.C. and Ontario, and some interesting stories on the journeys of a pager. See you next month and God Bless You All.

contact info wanted

This column has two purposes: to help members contact each other, and to help member obtain directly from one another information on various subjects related to 2-way communications monitoring. If you would like to meet, converse or correspond with, other members by telephone, letter, or cassette, this column is the place to state your interest. Remember—those who respond will do so directly, so be sure to provide your phone number, the best time to be called, and/or your address. Write to:

Scott Mattson, 2820 Bridge Ave, Point Pleasant, NJ 08742

Requests for copyrighted material or information considered 'sensitive' by RCMA will not be printed in this column.

CONTACT WANTED: I would like to exchange frequency information with RCMA members in the state of Pennsylvania. I am about 8 miles from the city of Pittsburgh.
BOB APPLE (PA-223) 1312 Hillsdale Drive, Monroeville, PA 15146

INFO WANTED: I am looking for both public (Police, Fire,etc.) and private (Country Club Security, Tow Trucks, etc.) two way radio frequencies for Riverside County, California.
GARY CROWELL (CA/RI-060) P.O. Box 1470, Palm Springs, CA 92263
(619) 324-1835

WANTED: Frequencies for Augusta, GA and Ocala, FL listening areas.
DAVID GLORIUS (FL-058) 1607 Wildwood Drive, Augusta, GA 30909-4345
(404) 738-0145

It's hard to believe that another month has passed as quickly as it has. I wonder why it is that the summer months go by faster than the winter months? Guess it's due to the fact that most people stay busier in the summer than in the winter. Of course all you people out there on the west coast have it made all the time! What I wouldn't give for about 11 months a year of halfway warm weather, without the Chicago winters.

Still working on getting the ICOM 7000 installed here. Have a motorcycle that I have to sell before the best half (as my wife puts it) will let it even come in the door. In the mean time, I have ordered the Proto Electronics portable 1.3 Ghz frequency counter. This should really help me confirm some of the questionable frequencies in the area. In helping out David Wilcox WI-035 and the other members in the area by confirming some of the questionable freqs in the area. From a review that I read in another magazine, it should perform fairly well. The cost was also reasonable at under $200 for the unit, antenna, and carrying case. Will write up a little review for the new products editor for next months column.

In the Mail

The mail was a little slow this month, but a couple interesting letters did make it in. **Randy Keeling CAOR 103** sent in a program for the Commodore 64 for doing frequency management. The program is written in BASIC and is intended to run on the 64 and a disk drive, although the program contains no statements that should prohibit it from being converted to a different type of computer. The only POKES that are addressed are those for setting screen

colors on the 64. Also, the 64 screen handling commands of **[csr dn]**, **[rvs on/off]**, and **[clr]** can be converted using the BASICA/DOS LOCATE command.

Ken Pehl TX-03 wrote with a proposal of setting up a '*standard*' for the RCMA information system. Ken and **Ed Lentz TX-45** have suggested that the members with modems who wish to communicate and do information/program sharing use the General Electric information system called *GENIE*. Ken wrote with various pro's and con's of the various systems available and suggested that *GENIE* be used as the '*official*' system of RCMA due to it's low cost and easy access from many places throughout the US.

Ken and Ed have finally started some interest in what I consider a major decision by the members of RCMA. After I first took over the duties of Computer Corner, this was one of the first things that I had suggested. I wanted to dedicate a certain portion of my system and equipment to the users of RCMA as a place to swap information and programs. The idea (as so many of them do) sounded good on paper, but few users have even called. Not that I can blame them though, as phone rates are not the cheapest thing around these days. I didn't take into account that other members might not want to pay the LD charges to connect to the system. Personally, I am happy if my LD bill is under $100 per month, as I call systems all around the country and in Canada. I forgot that everyone isn't as willing as I was to shell out the $$$ to call. This is where Ed and Ken's idea has some real merits and strong points. *GENIE* (and most of the other major information sharing systems) give you access to their systems via a local phone number to call. This eliminates the associated long distance charges involved.

As I mentioned, *GENIE* is run by the General Electric company. It offers SIG's (**S**pecial **I**nterest **G**roups) and electronic mail exchange, on line conferences between users, and a few other bells and whistles. The cost is in the range of approximately $5.00 per hour. One of the drawbacks to *GENIE* is that it uses it's own network to give access to callers. In essence what this means, is that the number and locations of the local access numbers is very limited. Most of the other systems (CompuServe, The Source, etc) use **TELENET** or **TYMENET** which has a VERY extensive list of local numbers both in the US and outside of the US. Last time I looked, it numbered about 10 or 20 pages for just the US.

Gary Darcy the **Marketplace editor** seems to be the '*guru*' on major information sharing systems. Since Gary subscribes to just about every major service, he has a pretty good feel for each one of them. Gary suggested that **PEOPLE LINK** (hereafter referred to as **PLINK**) be utilized due to it's (also) low cost. The major advantage of PLINK over GENIE is that PLINK uses the **TELENET** telephone access network. This means that almost every major city in the US has access to a local number in order to connect to PLINK. PLINK's rates are competitive with that of GENIE and it offers some of the same services.

Gary also suggested that RCMA and ANARC clubs combine their efforts to gain a SIG on PLINK. This (as Gary stated) will require some massive organizational efforts on both RCMA's and ANARC's part. Gary mentioned that just the membership of RCMA probably wouldn't be enough to support a dedicated SIG on PLINK. The organizational aspect of this is going to take some serious thought on how things should be set up, etc. , and if in fact that RCMA computer users want a centralized location for information exchange. I would hate to see all the effort expelled only to find out that a hand full of users would be using the system and have it go down the tubes. This is going to take YOUR participation and input. On a project of this magnitude, there is no such thing as '*too much*' information. We need communication between members that are interested.

If in fact that the members want to use PLINK, I would volunteer my time and services in contacting the PLINK staff. Since they are located approximately 20 miles from here in the Chicago area, it would be easier for me to do the legwork, which would save a lot of $$ in phone calls and getting the phone shuffle. As a matter of fact, I think I have a phone number of one of my friends who is employed for PLINK (least he was a year or so ago).

Although I am concerned about the cost of using one of these major systems, it just pleases me that I am not the only one who sees the advantages of using telecommunications and a computer in support of the monitoring hobby and will be active on which ever system is chosen to be used. I can't stress enough that this requires participation between the members. **Write with your suggestions, questions, comments, etc**. Those involved will be passed on the information so that no one is left out in the cold.

The following program is the one that was submitted by **Randy Keeling CAOR-103** for doing frequency management on the Commodore 64. It should be easily translatable to other computers using various flavors of BASIC. Since the program is so lengthy, I had to split the program into two columns to conserve space. Some of the statements appear broken onto the next line. When you are entering the program into your computer, be sure to enter the broken line onto the first line, that is, just join both lines into 1.

```
0 LI = 10000
1 PRINT CHR$(5):POKE 53280,12:POKE 53281,12
2 PRINT "[clr][csr dn] 1 ENTER NEW LISTING":PRINT [csr dn]
2 FIND A LISTING"
3 PRINT "[csr dn] 3 SAVE DATA":PRINT "[csr dn] 0 QUIT"
4 PRINT "[csr dn] WHAT NUMBER?"
5 GET Q$: ON VAL(Q$) GOTO 20,1000,9000
6 IF Q$ = "0" THEN END
7 GOTO 5
20 PRINT CHR$(147)
25 CO$ = ""
30 INPUT "ENTER FREQ. ";FR
37 INPUT "ENTER CALL SIGN";CL$
40 INPUT "ENTER CITY";CI$
45 IF CI$ = "Q" THEN 2
50 INPUT "ENTER TYPE OF SERVICE";TS$
60 INPUT "ENTER ANY COMMENTS";CO$
70 IF CO$ = "" THEN CO$ = "[rvs]NO COMMENTS[rvs off]"
75 GOSUB 9750:GOSUB 9760
85 IF LEN(CO$) > 35 THEN PRINT " COMMENTS TOO
LONG":GOTO 60
100 PRINT "[csr dn
5]";LI;"DATA";FR;",";CL$;",";CI$;",";TS$;",";CO$
110 PRINT "LI = "LI + 5;":GOTO 300
200 PRINT "[csr up 6]"
210 END
300 PRINT " E ENTER MORE"
310 PRINT " M MENU"
320 INPUT " WHAT WOULD YOU LIKE?";Q$
340 IF Q$ = "E" OR Q$ = "" THEN 20
360 IF Q$ = "M" THEN 2
370 IF Q$ < > "E" OR Q$ < > "M" THEN 320
1000 Q$ = "":REM TO FIND DATA
1020 PRINT "[clr]"
1040 PRINT "[csr dn 2] 1 TO LIST ALL DATA"
1050 PRINT "[csr dn] 2 BY FREQUENCY"
1055 PRINT "[csr dn] 3 BY CALL SIGN"
1060 PRINT "[csr dn] 4 BY CITY"
1070 PRINT "[csr dn] 5 BY SERVICE"
1100 PRINT "WHAT WOULD YOU LIKE?";Q$
1105 GET Q$:ON VAL(Q$) GOTO 2000,2500,3000,3500,4000
1110 GOTO 1105
2000 PRINT "[clr]"
2005 GOSUB 7200
2010 GOSUB 8100
2015 IF CI$ = "END" THEN GOSUB 8200
2020 GOSUB 8000
2030 GOTO 2010
2500 PRINT "[clr]"
2520 SS = 0:INPUT "[csr dn 2] ENTER FREQ. LOOKING
FOR";SS
2530 IF SS = 0 THEN 2500
2535 GOSUB 7200
2540 GOSUB 8100
2560 IF FR = SS THEN GOSUB 8000
2570 IF CI$ = "END" THEN GOSUB 8200
2580 GOTO 2540
3000 PRINT "[clr]"
3020 SS$ = "":INPUT "[csr dn 2] ENTER CALL SIGN LOOKING
FOR";SS$
3030 IS SS$ = "" THEN 3000
3035 GOSUB 7200
3040 GOSUB 8100
3060 IF CL$ = SS$ THEN GOSUB 8000
3070 IF CI$ = "END" THEN GOSUB 8200
3080 GOTO 3040
3500 PRINT "[clr]"
3520 SS$ = "":INPUT "[csr dn 2] ENTER WHAT CITY LOOKING
FOR";SS$
3530 IF SS$ = "" THEN 3500
3535 GOSUB 9770:GOSUB 7200
3540 GOSUB 8100
3560 IF CI$ = SS$ THEN GOSUB 8000
3570 IF CI$ = "END" THEN GOSUB 8200
3580 GOTO 3540
4000 PRINT "[clr]"
4020 SS$ = "":INPUT "[csr dn 2] ENTER WHAT SERVICE
LOOKING FOR";SS$
4030 IF SS$ = "" THEN 4000
4035 GOSUB 9780:GOSUB 7200
4040 GOSUB 8100
4060 IF TS$ = SS$ THEN GOSUB 8000
4070 IF CI$ = "END" THEN GOSUB 8200
4080 GOTO 4040
7000 OPEN 4,4:REM THIS IS THE CHANNEL FOR THE
COMMODORE PRINTER
7005 REM READ BELOW BEFORE TYPING IN THE NEXT
LINE!
7010 PRINT
#4,FR;CHR$(16);"10";CL$;CHR$(16);"17";CI$;CHR$(16);"35";T
S$;CHR$(16);
"43";CO$
7020 CLOSE 4
7030 RETURN
7200 PRINT " FORMAT FOR PRINTER? ";PR$
7210 IF PR$ = "" THEN 7200
7220 RETURN
8000 X = X + 1
8005 IF PR$ = "Y" THEN GOSUB 7000
8010 PRINT "[csr
dn]";FR;TAB(10);CL$;TAB(17);CI$;TAB(35);TS$;TAB(44);"[rvs]
";
CO$;"[rvs off]"
8020 IF X = 7 THEN INPUT "[csr dn 2] HIT RETURN TO CONTINUE";C$:X = 0:PRINT "[clr]"
8050 RETURN
8100 READ FR,CL$,CI$,TS$,CO$
8110 RETURN
8200 PRINT "[csr dn 2] THAT'S ALL OF THEM. "
8210 RESTORE:X = 0
8220 PRINT " LIST AGAIN OR MAIN MENU ?"
8240 INPUT "( L OR M )";SQ$
8260 IF SQ$ = "L" OR SQ$ = "" THEN 1000
8280 IF SQ$ = "M" THEN 2
8290 IF SQ$ < > "" OR SQ$ < > "L" OR SQ$ < > "M" THEN 8240
9000 PRINT "[clr]              [rvs]SAVE DATA[rvs off]"
9020 INPUT "[csr dn 3] DO YOU WANT TO SAVE YOUR DATA";S$
9040 IF S$ = "Y" THEN 9100
9060 IF S$ = "N" OR S$ = "" THEN 2
9100 PRINT "[clr][csr dn 2][rvs]PLEASE TRACE OVER THE FOLLOWING LINES[rvs off]"
9110 PRINT "[csr dn 2] 0 LI = ";LI .
```

```
9120 PRINT "[csr up 5"
9140 END
9200 SAVE "@0:RCMA FREQ.",8
9240 PRINT:PRINT "FREQ. FILE HAS NOW BEEN SAVED"
9250 INPUT "[csr dn 2] WOULD YOU LIKE TO VERIFY YOUR FILE";VI$
9260 IF VI$="Y" OR VI$="" THEN 9500
9270 IF VI$="N" THEN 2
9500 VERIFY "RCMA FREQ.",8
9510 INPUT "[csr dn 2][rvs] HIT RETURN TO CONTINUE[rvs off]";
9520 GOTO 2
9750 IF LEN(CI$)> 17 THEN CI$=LEFT$(CI$,17)
9755 RETURN
9760 IF LEN(TS$)> 5 THEN TS$=LEFT$(TS$,5)
9765 RETURN
9770 IF LEN(SS$)> 17 THEN SS$=LEFT$(SS$,17)
9775 RETURN
9780 IF LEN (SS)> 5 THEN SS$=LEFT$(SS$,5)
9785 RETURN
```

Note: When you type in line 7010 you must not have any spaces and you must use command abbreviations in order to fit the line on the computer

[csr dn] = Commodore cursor down symbol
[cls] = Commodore clear screen symbol
[rvs] = Commodore reverse on / off symbol to turn on / off the reverse screen printing

For you non Commodore people, the 64 uses a file to open the channel to the printer to turn the printer on. This can be found in line 7000. The print statements following the OPEN 4,4 command could be changed to LPRINT or you can also use OPEN "LPT1:" for output as #4 if using BASICA.

In Closing

Next month will bring you an introduction to Packet Radio. For those of you not familiar with Packet, it is a very interesting way to communicate with a radio and your computer or terminal. If interest is great enough, it can be a full blown series.

In Closing (Part 2)

How many software technicians does it take to change a light bulb?

None, that's a hardware problem! (yes, I know that's a old one)

Heard any good computer jokes lately? Send them in and you too can be known for your bad jokes!

FCC TOPICS

FCC news and information of interest relating to 2-way communications. Send comments and questions to:

George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has denied a Petition for Reconsideration that would have delayed licensing in the new 935-940 / 896-901 mHz bands. These bands were allocated for land mobile use last fall. 400 channels spaced 12.5 kHz apart were made available, with half of them going for SMRS (commercial or for-profit) systems. Licensing in this band is to begin as soon as equipment from any manufacturer is type-accepted for use on the new, narrow-bandwidth channels. Licensees then have 12 months to construct their systems or lose their licenses. G.E. and E.F. Johnson both petitioned the Commission to delay the start of licensing (or the start of the licensee construction period) until equipment is available from at least two manufacturers, or to allow the 12 month construction period to start when the manufacturer of the licensees choice receives type acceptance, or to just extend the construction period to 24 months. Both manufacturers believe Motorola will be the first one out with 900 mHz gear and will be at a definite competitive advantage. (All licensees at that point have 12 months to be on the air. If competing gear isn't available, there's a definite incentive to go with the equipment that's available!) The Commission dismissed their petitions, noting that the public interest mandates the use of

these bands as soon as possible, and that it's not their place to introduce delays to protect any party. In any case, the proposal to allocate these bands was released in late 1984, so it's not like they didn't know that there would be a market for equipment for this band. (By the same token, I don't know what the hell difference it would make if they allow a licensee to wait until equipment of his choice is available. He can't hoard frequencies for long, since he still would only have 12 months from that point to be on the air. But then, the FCC never asks me my opinion on these matters, so...)

In contrast, the Commission has extended the deadline beyond which Marine radios were required to be equipped to automatically reduce power to one watt (or less) on the bridge-to-bridge channel (ch. 13, 156.65 mHz). Two manufacturers (one of them Regency) asked for extension of the January 21 manufacturing deadline, stating that they were having design, production and marketing problems meeting that date. To avoid economic hardship, the FCC is extending the manufacturing deadline to Sept. 21, 1987 for all manufacturers. Marine transceivers without the automatic power reduction provision may be used until January 21, 1997.

The Commission has released a proposal that would make a number of amendments to the rules regarding common carrier paging. The first would permit licensees of 152 and 454 mHz mobile telephone channels to use these frequencies for one-way paging. Such use is only permitted under limited conditions now. Paging is on a secondary basis to mobile telephone use and if a channel is used mostly (or exclusively) for paging, that carrier must provide two-way service also, although not necessarily on that channel, or even in that band. The Commission has considered such paging use wasteful, since if the channel is used for paging, the mobile (158 or 459 mHz) input frequency goes unused. What brought on this proposal is petitions in response to the Commissions decision last year not to allow a carrier to apply for additional two-way channels if his proposed use indicates the loading will be exclusively paging use.

So the FCC is now proposing to permit licensees to use their frequencies in any manner they choose. Comment is being sought on whether to license the VHF and UHF channels in pairs, as is done now, or to allow the base and mobile frequencies to be licensed separately, and on interference standards for use of the mobile frequencies. Other proposed uses for the mobile frequencies include control links, alarm and telemetry use, as well as simplex mobile use. The FCC has learned from providers of conventional service in these bands that in cities where cellular service is available, demand for conventional two-way mobile telephone service has dropped considerably.

The second portion of this proposal would amend the rules regarding the T-band (470-512 mHz) channels available in the 11 largest urban areas of the country. (These are the first 12 channels (through .2875), 3 mHz apart, in each 6 mHz channel assigned to a city - 488.0125-488.2875 and 491.0125-491.2875 in San Francisco, for example.) These channels are shared by a number of common carriers in each city, each carrier selling service to their own customers, who all share the same system. The initial licensees are the ones who choose the system design. Later applicants have no choice in this. It's believed this non-exclusive licensing plan is discouraging use of these channels. They are only being used in four or five cities. So the FCC is proposing to permit existing licensees to form joint ventures or to just buy out other licensees. Also, new licenses would only be issued to applicants that receive the approval of the existing licensees. And, paging and other uses proposed for the 152 and 454 mHz frequencies would also be allowed on these channels. The Commission will also consider allocating unused channels to other services, including Private Land Mobile services. 5 or 6 channel pairs would be reserved for common carrier use in some cities (none in others) and the remaining channels would be available for control or repeater links or for Private Radio use.

Finally, the FCC proposes to allow local paging on the frequencies reserved for nationwide paging (931.9125 and 931.9375 mHz). Seems the demand for nationwide paging hasn't lived up to expectations and the only way the two remaining applicants for this service can make it is to also provide local paging on the same frequencies. The third licensee for nationwide paging as gone belly up and the FCC is proposing reallocating their frequency (931.8875 mHz) for one-way control link use.

The FCC has released a Further Notice of Proposed Rulemaking in the proceeding that would restrict the availability of newer, synthesized transceivers that are capable of being programmed by front panel controls to operate on any frequency within a band. The Commissions intent was to limit operation on unauthorized frequencies, but comments received in response to the first Notice indicate that this would impose a hardship on those licensees that have a genuine need to operate on a multitude of frequencies (such as air ambulances, certain Public Safety uses, some railroad users, etc.). So the Commission is now proposing to deny type-acceptance to all frequency programmable-type equipment except that which requires external devices to program them, or have controls inaccessible to the operator, or procedures normally only available to service personnel. An exemption would be made for frequency agile equipment specifically designed for use in aircraft. No provision would be made for such radios made for use in mobile command posts, a need expressed by Public Safety interests. The Commission feels this need is not widespread and in any case a mobile van has plenty of room to accommodate numerous radios, if needed. (!) The Commission is genuinely alarmed about the problem of unauthorized operation, since complaints of "bootleg" use and interference are increasing phenomenally. Here in the Northwest fishing boats are showing up on Forest Products (and other) frequencies, and the FCC doesn't have the resources to track them down. (Monitors along the I-5 corridor might want to listen for the trucking company on 150.335. I think they're from Seattle. This kind of crap is really getting out of hand.)

Finally, the Commission has proposed the policies and rules that will govern the 821-824 / 866-869 mHz Public Safety bands. These bands were allocated last year in response to the Congressional mandate that the Commission consider the present and future needs of Public Safety in the allocation of spectrum, and to establish a plan to ensure these needs are met. The Commission had originally intended to allot Public Safety users one-fourth of the channels in the 935-940 mHz band. They subsequently decided to allocate the 866-869 mHz band exclusively, due to its proximity to the present 851-866 mHz Land Mobile band and the immediate availability of equipment. (The 866-870 mHz band was proposed for Mobile-Satellite use, which was later allocated spectrum at 1.5 gHz.)

Late last year the Commission established the National Public Safety Planning Advisory Committee to assist in the formulation of a National Plan for the use of the Public Safety bands. This Plan will establish policy guidelines, technical standards and alloçation procedures. Its intent is to ensure efficient use of available spectrum and, while considering the 866-869 mHz band as the primary spectrum resource, it will also consider use of Public Safety spectrum in other bands (including the 70 channels in the adjacent 851 mHz band). Various regional plans are to be developed by interested parties in each area of the country, all conforming to the National Plan. The Planning Advisory Committee's preliminary report has recommended that five channels in the new band be reserved for interagency, or common, use. The primary calling channel will be 866.0125 mHz (closest to the 851-866 mHz band) plus four additional tactical channels spaced 500 kHz apart. All mobile radios will be required to be equipped with these channels. Designated dispatch centers also will monitor the calling channel continuously. Operation would be simplex, with repeater mode available.

The Commission is proposing the use of 12.5 kHz channel spacing in this band and narrow bandwidth emission, similar to the new 935-940 mHz band. Where an agency requires the use of wider bandwidth (such as might be required for digital transmission), two channels could be combined into a single 25 kHz-wide channel. Equipment presently type accepted for use in the 851-866 mHz band could continue to be used in the new band. This is in contrast to the Planning Committee's recommendation that "until significantly advanced bandwidth reduction techniques become commercially and economically available, Public Safely needs are dependent on current technology" (25 kHz bandwidth). Critical factors are intelligibility, interoperability with existing equipment in the 851 mHz band, the use of MDTs and other digital techniques and equipment cost. The Committee recommended the use of 12.5 kHz channel spacing but using conventional 25 kHz bandwidth equipment. Co- and adjacent-channel separation would be handled on a case-by-case basis by local coordinators, instead of using fixed mileage separation as is done now at 800 mHz.

The Planning Committee also recommended that trunking be required if more than four channels are required, but the FCC is seeking comment on whether to require trunking at all, just in the larger cities, or to leave it up to the licensee or regional planning authority. (The Committee recommends that only one trunked system be allowed per political subdivision. In other words, if a city had a trunked system licensed for their police department, they would not be allowed a second system for their fire department, unless they could justify why the existing system couldn't be expanded to accommodate additional users.)

Most of the Part 90 rules governing the 851-866 mHz band would also apply to the 866-869 mHz band. APCO would be the frequency coordinator for the new channels. One change would be to the construction period. Users presently have one year to get on the air, but Public Safety licensees may apply for an extension, and most already do. This being the case, it is proposed to allow all Public Safety applicants a three year construction period. Regional planning under the National Plan would have to be completed within five years of the rule adoption. Those channels not identified for existing or future Public Safety use could then be considered for other uses.

FEDERAL GOVERNMENT and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:

Dennis Biagioli, 607 W. Pleasant Ave, Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine Editor.

Hi! We need lots of space to continue the Illinois list from last month, so let's get at it!

LOCATION	AGENCY	FREQ	REMARKS
		140.6500	SECURITY TACTICAL PORTABLES
		140.7750	
GREAT LAKES AREA	C	040.2700	
		040.2900	
		040.3100	
	CG	042.5800	
GREAT LAKES REGION	FAA	172.1500	(ML/FB/FBR)
		169.3500	(FBR/ML) SAFETY/OPS
		172.8750	"CENTRAL" AND MOBILES
		172.9750	"COMM CNTR" & "REG. OFFICE"
HARRISBURG	A	164.8250	
		164.1250	
	AR	163.0250	
		163.5125	
HAVANA	I	172.4500	
		171.7500	
HENRY	AR	038.6900	
HEROD	AR	150.6750	POSSIBLY ABANDONED
HINES	AF	143.4600	
		142.1550	
	VA	169.2000	SECURITY
		040.4500	
HONYSCHL	A	164.8250	
IL	I	031.8600	
INDIANA DUNES PARK, IN	I	166.3250	NAT'L PARK SERVICE POLICE
JOLIET	AR	165.0625	
		165.1875	
		164.2000	

		163.5375	
		163.4375	
		150.6450	
		142.3750	
		143.0500	
		139.0250	
		139.1250	
		141.0250	
		042.5000	
JONESBORO	A	168.7750	KSB-824 (FX/FXR)
		172.2250	
JOPPA	DOE	166.2750	
	TVA	166.2750	KSE-68
KASKASKIA	AR	164.2000	(WUG53)
		163.4125	LOCK & DAM (WUG53)
LAGRANGE	AR	164.2000	
		163.4375	
	I	171.7500	
LEMONT	DOE	171.2000	
		171.9500	
		167.8250	
		167.8750	KKE 649
		167.9250	
		167.9750	PAGING
		168.4500	
		164.2250	B/M (KID242)
		164.3000	
		164.3250	
		164.3750	ARGONNE F4 (OUT = 164.7500)
		042.5000	
		040.4700	
LOCKPORT	AR	164.2000	
		163.4375	
LOVINGTON	AR	169.5000	
MARION	FAA	172.1250	
	J	170.8750	BUR. OF PRISONS F-1
		170.9250	BUR. OF PRISONS F-2
	VA	168.0000	
		163.3750	
MARSEILLES	AR	164.2000	
		163.4375	
		163.4375	
MARSHALL	A	170.4750	
MILO	AR	163.4375	
MOLINE	FAA	172.1750	
MULBERRY GROVE	AR	169.4500	
MURPHYSBORO	A	168.7750	KSD-768 (FX/FXR STATIONS)
MURPHYSVILLE	A	172.2250	
NEW BOSTON	AR	165.0125	(OUT = 163.4125)
		163.4125	
NORTH CHICAGO	VA	166.8250	KAI-224
		165.6875	F-9 EMISSIONS
OBRIAN	AR	164.2000	
		163.4375	
PALISADES	I	171.7500	KQC-610 (FBR/ML)
PATOKA	AR	169.4500	
PEORIA	A	164.1250	
	AF	165.1125	
		163.5875	VEHICLE MAINT. & SUPPORT F-1
		163.5125	COMMAND UNITS 1,2,3 & 5

LOCATION	AGENCY	FREQ	REMARKS
		164.9625	A.N.G. USAGE
		164.3000	DISASTER PREPAREDNESS
		163.4875	SECURITY - MAIN CHANNEL
		141.5500	
		040.1500	
	AR	164.2000	OUT = 163.4375
		163.4375	R-OUT (IN = 164.2000)
		038.9100	
		038.6900	
	FAA	172.1750	
POPE COUNTY	A	039.5000	
QUINCY	AR	165.0125	(OUT = 163.4125)
		163.4125	(IN = 165.0125)
	FAA	172.1750	
	I	172.4500	
		171.7500	
QUIVER	AR	163.4375	
RAMSEY	AR	169.4500	
REND LAKE	AR	163.4125	WUG55
ROCK ISLAND	AR	139.0500	
		166.2250	R.I.A. SECURITY F-2
		165.0875	R.I.A. GUARD NET F-1 (AAF270)
		165.1875	R.I.A. TRANSP. NET (AAF277)
		164.9875	R.I.A. FIRE NET (AAF275)
		165.0125	(OUT = 163.4125)
		163.4125	R.I. DIST. FREQ. (IN=165.0125)
		150.4250	
		149.6250	C.O.E.-TO CORALVILLE, IA
ROCKWOOD	AR	163.4125	(IN = 165.0125)
ROSE BUD	A	164.8250	
SANDOVAL	AR	169.4500	
SAVANNAH	AR	173.4625	FORMER ARMY DEPOT E.O.D.
		165.0625	
		163.5625	
		042.5000	
SCOTT	AF	163.4625	
		150.3500	(65-W ML'S)
		163.5875	GROUND TRANSPORTATION
		173.5875	
		173.4375	
		173.5375	
		173.5625	
		165.1125	
		165.1375	
		165.1625	
		165.1875	TAXI (DUAL W/165.1375)
		165.3125	CIVIL ENGINEERING
		164.9875	
		165.0125	
		163.5625	
		150.1750	
		150.2750	
		150.2850	POSSIBLY ABANDONED
		150.3545	
		150.7750	
		143.4600	
		143.9500	
		148.0350	(NOT IN 'FICHE)
		148.0500	
		148.4750	
		148.5450	(NOT IN 'FICHE)
		149.4750	
		149.5350	
		139.6500	
		142.1550	

		142.1550	
		138.0750	
		138.1650	(NOT IN 'FICHE)
		138.1750	
SHELBYVILLE	AR	169.5000	NON-VOICE
		163.5375	R-OUT (WUG57)
SPRINGFIELD	AR	040.9500	
	I	166.3750	LINCOLN'S HOME - PORTABLES
SPRINGFIELD CAPITAL ARPT.	AF	164.1000	
		163.4625	
		165.0375	
		165.1125	ANG OPERATIONS
		165.1375	ANG MAINTENANCE (P/W 164.9625)
		164.9625	ANG MAINTENACE (P/W 165.1375)
		165.0125	ANG FIRE & CRASH
		163.5875	
		163.4875	ANG SECURITY
STATEWIDE	AR	139.1250	
		040.9500	
		042.5000	
	CAP	143.9000	CIVIL AIR PATROL MOBILES
	I	042.5000	
		042.5600	
		042.6200	
		042.6600	
		042.7000	
		042.7200	
		042.7600	
	J	042.5000	
		042.6600	
	T	042.5000	
SULLIVAN	AR	169.5000	
SWANSEA	C	162.1500	
URBANA	A	032.3500	
UTICA	AR	164.2000	
		163.4375	
VANDALIA	AR	169.4500	
VIENNA	A	168.1750	KAH-250
		170.5000	
		164.8250	
		164.1250	
WAPELLA	I	172.4500	
WHEELING	FAA	172.9750	(FB/ML)
		172.9250	(FB/ML)
		172.1750	(FB/ML)
WILLIAMS HILL	A	168.1750	
		164.8250	
ZION	DOE	164.3750	

Hope you've enjoyed the list. Until next time...

73

INTERNATIONAL

This column is for reporting 2-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to:

Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902

BAHAMAS 1987

A Final Look

Let me share some last thoughts on this year's monitoring in the Bahamas. We have now compiled a good starting list of active and possibly active frequencies. The number of frequencies in Freeport is certainly not as large as one would find in a large US city, however, there is plenty of activity. All (but a very few) of the stations have not been ID-ed and this leaves plenty of room for future traveller-monitors. We have been able to double our previous number of listings, and I will present that list at the end of this column.

I have added to our listings two additional sets of listings which originally appeared in 'Monitoring Times'. The first group was listed in Norm Schrein's 'Scanning' column of February 1986 and is comprised of marine channels. The second group comes from Chuck Robertson, an RCMA old-timer, whose expertise is in low band skip. In his Septembner 1985 column, 'VHF Skip Report', he lists those Bahamian Radiotelephone channels which he received in Illinois by LBS. Of these he writes, 'There are many point-to-point radiotelephone channels to be heard in the 48 to 50 MHz subband. The channels are half-duplex (the caller's side) although the other half of the conversation can often be heard weakly. The stations transmit constantly, even when no one is making a phone call. This results is an OPEN CARRIER, and makes locating the operations easier. The language is British West Indies English. The areas of operation for these various channels are unknown. Are they all located on the same island? The Commonwealth of the Bahamas is a 760-mile-long island chain composed of 700 islands, about 30 of which are know to be inhabited. That gives us plenty of possibilities!

Callers on 48.000, 48,4200 and 48.9600 have been heard giving their telephone number requests to the 'Nassau operator'. Nassau is the capital city of Bahama Islands and is located on New Providence Island.'

There is a fine list of ten of these frequencies. Now look at 41.60 MHz on the frequency list. You will note that this frequency was noted on two separate visits, using two very different receivers, each with it's own IF frequency, and each time the frequency was shown as a noisy channel. No voice was heard on this frequency, but I'd be willing to bet, now that I see this listing and Chuck's, that this is the other side to one of his half-duplex frequencies. This reception was made in Freeport, and if the signal originated in Nassau, it might just show up as a noisy channel so many miles away. The next question to be answered is how many more of those noisy/open carrier listings belong to the RT frequencies- and can they be matched up. This is why, as I explained two columns ago, I always list everything received-even noisy channels.

A finally, one last thought. On the recommendation of Harry Shute, the RCMA member who gave us the list of frequencies from his trip around the Caribbean, I purchased an Opto-Electronics frequency counter. I opted for the HC1300, that's the unit with

the range of 1 MHz to 1300 MHz. I received the unit just before our trip to the Bahamas and attempted to try it out. I just couldn't seem to get results with the same ease of operations that Harry had described. I checked the unit against a friend's amateur rig, and while the frequency came in ok, there seemed to be too much juggling involved to get that number on the screen. Later that week I tried it again at a North East Scanning News get together, this time using Chuck Gysi's 2 meter HT, again with the same results. There wasn't enough time to do anything so I took it along to Florida and then the Bahamas. While in the Bahamas, the antenna and the BNC connector both came out and this was 1/2 of the reason for the trip to the Radio Shack store there. I purchased a soldering iron, got the connector back onto the circuit board but still no results. This proved extremely frustrating especially when I had the big chance to try out the unit on the beach with the one willing guard on all of Grand Bahama Island. He keyed his radio and there was nothing on the HC-1300's display. How disappointing. As it was, it took two full days to find this frequency, mostly because I failed to check through the MARINE BAND. I had gone through every other range with no positive results until I realized that I had been skipping these marine frequencies. I just didn't think that the hotel would be there. Really makes you feel dumb at times.

I returned the HC-1300 when I got home and, no questioned asked, the unit was replaced with a new one in less than one week. The note said there was a faulty BNC connector, but I think that perhaps one of the chips in the unit was also faulty. Anyway, the unit is just fine and works like a charm and is all set to travel to the next location in December. More about this later on. If you're interested in this frequency counter, which has been advertised and reviewed in 'Popular Communications', you can call 1-800-327-5912 or 1-305-771-2052 and request information or give your order. The staff is friendly and is quite helpful with any problems or questions. Here's our consolidated Bahamas frequency list. Until next month,

FREQ	CITY	ISL	NOTES
027.2550	FREEPORT	GBI	RS0487 CASTAWAY HOTEL (CB CH-23)
027.4700	FREEPORT	GBI	RS0487 OPEN CARRIER ON SONY 7600-D
027.8200	FREEPORT	GBI	RS0487 OPEN CARRIER ON SONY 7600-D
030.7350	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
032.0000	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
035.2000	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
036.4000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
036.8300	FREEPORT	GBI	RS0487 NOISY CHANNEL PRO-30
038.4000	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
040.0700	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
040.8550	FREEPORT	GBI	RS0487 NOISY CHANNEL PRO-30
040.9800	FREEPORT	GBI	RS0487 NOISY CHANNEL PRO-30
041.6000	FREEPORT	GBI	RS0487 NOISY CHANNEL PRO-30/RS1283 NOISY CHANNEL ON BC250
042.5000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
044.2000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
044.8000	FREEPORT	GBI	RS0487 OPEN CARRIER PRO-30
045.3900	FREEPORT	GBI	RS1283 UNKNOWN (02)
045.7500	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
046.8000	FREEPORT	GBI	RS1283 UNKNOWN (01)
048.0000	NASSAU ?	NPI	CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.0400			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.2000			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.2800			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.4200	NASSAU ?	NPI	CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.8200			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
048.9600	NASSAU ?	NPI	CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
049.0500			CR0985 TANSPORT COMPANY/BY LBS
049.4000			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
049.4200			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
049.4500			CR0985 UNKNOWN ACTIVITY/BY LBS
049.6200			CR0985 RADIOTELEPHONES/OPEN CARRIER/HALF-DUPLEX(CALLER'S SIDE)
049.8750			CR0985 TRANSPORT COMPANY/RP/2 SEC. DELAY/US POLICE TFC HD

118.5000	FREEPORT	GBI	RS0487 AIRPORT TOWER (MYGF)
119.5000	NASSAU	NPI	WHS0185 AIRPORT TOWER (MYNN)
121.0000	NASSAU	NPI	WHS0185 AIRPORT APPROACH/DEPARTURE
121.7000	FREEPORT	GBI	RS0487 FREEPORT TOWER/GROUND CONTROL
122.3000	FREEPORT	GBI	RS0487 FREEPORT AIRPORT TOWER
122.5000	NASSAU	NPI	WHS0185 AIRPORT (R) TOWER
125.7000	NASSAU	NPI	WHS0185 NASSAU ARTCC
126.5000	FREEPORT	GBI	RS0487 FREEPORT AIRPORT APPROACH
134.2000	NASSAU	GBI	RS0487 GBI ARTCC
146.9400	NASSAU	NPI	NS0282 AMATEUR REPEATER/CALL IS C6AET
147.4000	FREEPORT	GBI	RS1283 UNKNOWN (01)
147.8000	FREEPORT	GBI	RS1283 UNKNOWN (01)
148.3950	FREEPORT	GBI	RS0487 TONES LIKE PHONE SYSTEM/[RS FREQ]
150.1150	FREEPORT	GBI	RS1283 VOICE PAGER (07)
150.6850	FREEPORT	GBI	RS1283 UNKNOWN
150.7000	FREEPORT	GBI	RS1283 WARBLING TONES (99+)
151.0350	FREEPORT	GBI	RS1283 BUSINESS-CONSTRUCTION/'CONTROL/'OCEAN-1'/WX/BIMINI? (30)
151.0850	FREEPORT	GBI	RS0487 HOTEL/2 TONE V-PAGER/HAS PHONE CONNECTIONS/AMER ACCENTS
	FREEPORT	GBI	RS0487 POSSIBLE XANADU/'GUEST IN LOBBY'/'GO TO HOUSEKEEPING'
151.2000	FREEPORT	GBI	RS0487 NOTHING HEARD [RS FREQ]
151.3000	FREEPORT	GBI	RS0487 WEAK SIGNAL
151.3250	FREEPORT	GBI	RS1283 UNKNOWN (01)
152.0000	FREEPORT	GBI	RS0487/1283 POLICE/'CONTROL' (99) [RS FREQ]
152.1000	FREEPORT	GBI	RS0487 UNKNOWN
152.4000			RS1283 MULTITONE PAGER FROM US (30)
152.5500	FREEPORT	GBI	RS0487 OPEN CARRIER
153.3900	FREEPORT	GBI	RS1283 UNKNOWN (01)
153.5550	FREEPORT	GBI	RS0487 NOTHING HEARD [RS FREQ]
153.6750	FREEPORT	GBI	RS0487 OPEN CARIER AT XANADU HOTEL
153.8000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
154.4250	FREEPORT	GBI	RS0487/1283 UNKNOWN ACTIVITY (04)
154.5125	FREEPORT	GBI	RS1283 UNKNOWN/'BASE TO 22'/(14)
154.5150	FREEPORT	GBI	RS0487 UNKNOWN
154.7000	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER (+/-10) ON BC250
154.9450	FREEPORT	GBI	RS0487 IB/'COME TO CONSTRUCTION BLDG'
155.4000	FREEPORT	GBI	RS1283 RP/BUSINESS-CONSTRUCTION/'OCEAN-2'/ALSO T & V PAGER (52)
155.6250	FREEPORT	GBI	RS0487/1283 RP/ELECTRIC CO./'ACCOUNTING'-T/O SERVICE/'METER ROOM
	FREEPORT	GBI	RS1283 SINGLE TONE PAGER-MAY BE ONE OF OTHER LISTING ON FREQ.
	FREEPORT	GBI	RS1283 REPEATER/SOUNDS LIKE SECURITY OPERATIONS (99+)
155.9100		USA	RS1283 REPEATER FROM US? (50)
155.9850	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
156.3000	FREEPORT	GBI	NS0286 PORT RADIO
	NASSAU	NPI	NS0286 NASSAU HARBOR CONTROL RADIO/C6V33
156.3750	FREEPORT	GBI	RS0487 UNKNOWN ACTIVITY/HEARD AT HARBOR
156.4250	FREEPORT	GBI	RS0487/1283 UNKNOWN MARINE ACTIVITY (22)
156.4500	FREEPORT	GBI	RS0487 XANADU MARINA/MARINE CHANNEL 9
	NASSAU	NPI	NS0286 NASSAU HARBOR CONTROL RADIO/C6V33
156.5250	SALT CAY		NS0286 'BLUE LAGOON'/MC70
156.6000	FREEPORT	GBI	RS1283 MARINE CHANNEL (++)
156.6500	FREEPORT	GBI	RS1283 MARINE CHANNEL (++)/PORT RADIO
156.7000	FREEPORT	GBI	RS1283 MARINE CHANNEL (++)/PORT RADIO
	NASSAU	NPI	NS0286 MARINE CHANNEL/TUG OPERATIONS/MC-14
156.8000	FREEPORT	GBI	NS0286 PORT RADIO
	NASSAU	NPI	NS0286 NASSAU HARBOR CONTROL RADIO/C6V33
156.9250	FREEPORT	GBI	RS0487 PRIVATE MARITIME FREQUENCY
	FREEPORT	GBI	RS0487 XANADU HOTEL SECURITY/'SECURITY GATE'/MC78-
157.1000	FREEPORT	GBI	RS0487 MARINE CHANNEL 22
157.3500	NASSAU	NPI	NS0286 MARINE OPERATOR SHIP SIDE/PR W/161.9500
158.1900	FREEPORT	GBI	RS1283 UNKNOWN (01)
158.7450	FREEPORT	GBI	RS0487/1283 BUSINESS (46) [RS FREQ]
160.2000	FREEPORT	GBI	RS0487/1283 G.B. TAXI UNION/BASE/PAIRED WITH 164.7000
	FREEPORT	GBI	RS0487 PREVIOUSLY REPORTED BAD HUM NOW GONE
161.2000	FREEPORT	GBI	RS1283 UNKNOWN (22)
161.4000	FREEPORT	GBI	RS0487 BOTH OPEN CARRIER AND NOISY CHANNEL
161.7500	NASSAU	NPI	HS0387 HARBOUR OPERATIONS
161.8250	FREEPORT	GBI	RS0487 RP/PHONE LINK/ V & T PAGER
161.9500	NASSAU	NPI	HS0387 RP/MC-27/'NASSAU RADIO'/WX/MARINE OPERATOR W/157.3500
162.0000	FREEPORT	GBI	RS0387 SOME ACTIVITY HEARD AT HARBOR
162.0500	FREEPORT	GBI	RS0387 SOME ACTIVITY HEARD AT HARBOR
162.1500	FREEPORT	GBI	RS0387 SOME ACTIVITY HEARD AT HARBOR
163.0000	FREEPORT	GBI	RS0487/1283 FREEPORT TAXI COMPANY/BASE/PAIRED WITH 167.5000 (++)
163.5000	FREEPORT	GBI	RS0387 SOME ACTIVITY HEARD AT HARBOR

INTERNATIONAL continued

163.6500	FREEPORT	GBI	RS0487/1283 BUSINESS/ASPHALT LOADING (30)
163.6600	FREEPORT	GBI	RS1283 UNKNOWN (01)
163.8500	FREEPORT	GBI	RS0487 SONS-MOBILE IS 164.7000 [RS FREQ]
	FREEPORT	GBI	RS0487 'OCEAN-1'/BASE SIDE OF TAXI SERVICE POSSIBLY AUSTIN &
164.6000	FREEPORT	GBI	RS1283 TRUCKER WEAK/BASE-'BAHAMIA' (30)
164.7000	FREEPORT	GBI	.MOBILE TO 163.8500 POSSIBLY AUSTIN & SONS TAXI SERVICE
	FREEPORT	GBI	RS1283 MOBILE TO 160.2000/G.B. TAXI UNION (++) AND ALSO
164.9500	FREEPORT	GBI	RS0487 OPEN CARRIER (AT XANADU)
165.0200	FREEPORT	GBI	RS1283 UNKNOWN (09)
165.0750	FREEPORT	GBI	RS0487 ITALIAN LANGUAGE ACTIVITY
165.2750	FREEPORT	GBI	RS1283 UNKNOWN (01)
165.3000	FREEPORT	GBI	RS1283 SINGLE TONE PAGER (10)
165.4000	FREEPORT	GBI	RS0487 VOICE PAGER
165.5800	FREEPORT	GBI	RS0487/1283 UNKNOWN ACTIVITY (20) [RS FREQ]
165.8000	FREEPORT	GBI	RS0487 UNKNOWN ACTIVITY
166.0800	FREEPORT	GBI	RS1283 UNKNOWN (20)
166.1500	FREEPORT	GBI	RS0487 SANITATION SERV. LTD?/AMER AND BAHAMA ACCENT/'P-1''P-5'
	FREEPORT	GBI	.MENTIONED LUCAYA BCH HOTEL/PICK UP BRANCHES,STONES,GARBAGE/[RS]
166.1850	FREEPORT	GBI	RS0487 OPEN CARRIER
166.2000	FREEPORT	GBI	RS0487 SLIGHT ACTIVITY/UNKNOWN [RS FREQ]
166.3850	FREEPORT	GBI	RS0487/1287 WATER CO?/'DELTA-1'/CK METER/WATER PRESSURE [RS]
166.3900		USA	RS1283 OPEN CARRIER/RP/ENDED TRANS WITH 'K'/SURVEILLANCE/NOISY
166.4000	FREEPORT	GBI	RS0387 UNKNOWN ACTIVITY
167.1000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
167.5000	FREEPORT	GBI	RS0487/1283 MOBILE TO 163.0000 FREEPORT TAXI (++)
168.1150	FREEPORT	GBI	RS1283 UNKNOWN (01)
168.1500	FREEPORT	GBI	RS0487/1283 RP/CONSTRUCTION/WEAK SIGNAL
168.1900	FREEPORT	GBI	RS1283 UNKNOWN (05)
168.6000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
168.8500	FREEPORT	GBI	RS1283 TWO TONE PAGER-HD WITH AMERICAN ACCENT (28)
168.9900	FREEPORT	GBI	RS1283 UNKNOWN (05)
169.1450	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
171.010	FREEPORT	GBI	RS0487 SOME VOICE ACTIVITY
171.0150	FREEPORT	GBI	RS0487 OPEN CARRIER (AT CASTAWAYS)
171.5900	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
172.4500	FREEPORT	GBI	RS0487/1283 MEDICAL PAGE V&T/#15=DR. JOHNSON [RS FREQ]
172.5100	FREEPORT	GBI	RS1283 TONE (39)
172.9250	FREEPORT	GBI	RS1283 UNKNOWN (09)
173.2000	FREEPORT	GBI	RS0487 OPEN CARRIER ON PRO-2001 AT RADIO SHACK [RS FREQ]
173.7000	FREEPORT	GBI	RS1283 UNKNOWN (04)
411.5000	FREEPORT	GBI	RS0387 TV AUDIO HARMONIC
416.9375	FREEPORT	GBI	RS0487 OPEN CARRIER
420.7000	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
426.2250	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
439.7000	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
442.4000	FREEPORT	GBI	RS1283 BIRDIE-? OPEN CARRIER ON BC250
454.0000	NASSAU	NPI	HS0387 PAGING
456.0500	FREEPORT	GBI	RS0487 NOISY CHANNEL
463.8375	NASSAU	NPI	HS0387 POLICE REPEATER/[CH-2]
464.4000	NASSAU	NPI	HS0387 POLICE
464.7250	NASSAU	NPI	HS0387 POLICE REPEATER/[CH-1]
465.0000	FREEPORT	GBI	RS1283 BIRDIE-? NOISY CHANNEL ON BC250
478.0375	FREEPORT	GBI	RD1283 BIRDIE-? NOISY CHANNEL ON BC250
499.7375	FREEPORT	GBI	RD1283 BIRDIE-? NOISY CHANNEL ON BC250

LISTENERS' PROFILE

Joe M. Lewis, 750 Scotland St., Dunedin, FL 33528

This column is for special projects that explain various systems in detail. Frequencies and radio codes of municipal agencies and certain federal government agencies may be listed, as well as those of large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you would like to submit such a report, please follow No. 8 on the inside front cover of the Newsletter.

WELCOME TO THE SEPTEMBER COLUMN. AS YOU CAN SEE, THERE IS A CHANGE IN MY COLUMN, NOW IT IS CALLED THE LISTENER'S COLUMN. WHAT I WILL DO IS LIST THE FREQUENCIES AND WHAT THEY ARE, THEN WHOM IT IS FROM, AND NOW DOWN TO BUSINESS.

HAMPTON ROADS, VA

154.190	NORFOLK FIRE DISPATCH	462.950	NORFOLK FD RESCUE
460.525	VIRGINIA BEACH FIRE DISPATCH	154.370	VIRGINIA FIRE RESCUE
154.415	CHESAPEAKE FIRE DISPATCH	154.385	SUFFOLK FIRE DISPATCH
154.445	PORTSMOUTH FIRE DISPATCH	462.975	NORFOLK AMBO DISPATCH
155.400	VIRGINIA BEACH AMBO DISPATCH	34.830	U.S. FISH & WILDLIFE
143.600	NORFOLK NAVAL BASE PD DISPATCH	140.100	NAVAL BASE, FD DISPATCH
140.825	NAVAL SHIPYARD PD DISPATCH	140.700	NAVAL SHIPYARD FD DISPATCH
155.13	NORFOLK POLICE CHANNEL 1	155.64	NORFOLK PD CHANNEL 2
158.79	VIRGINIA BEACH PD CH. 1	158.850	VIRGINIA BEACH PD CH.2
155.130	CHESAPEAKE PD CHANNEL 1	155.730	CHESAPEAKE PD CH. 2
460.300	PORTSMOUTH PD CH. 1	460.100	PORTSMOUTH PD CH. 2
155.190	SUFFOLK POLICE DISPATCH	158.730	SUFFOLK CH. 1
159.165	VIRGINIA STATE PD BASE	155.445	VIRGINIA STATE PD MOBILE
165.262	U.S. COAST GUARD PD PORTSMOUTH	138.960	NAB LITTLE CREEK PD
140.225	NAVAL AIR STATION OCEANA PD	148.425	NAVAL BASE DAM NOCH PD
149.425	NAVAL BASE CRANEY ISLAND PD	151.280	VIRGINIA FISH WARDENS
159.435	VIRGINIA GAME WARDENS	464.825	OLD DONMINION UNIV. PD

SAN DIEGO COUNTY

156.030	CARLSBAD POLICE	155.835	CARLSBAD PD CH.2
155.250	CARLSBAD POLICE MOBILES	155.055	OCEANSIDE PD REPEATER
155.490	OCEANSIDE POLICE MOBILES	154.755	OCEANSIDE POLICE
462.975	LIFEFLIGHT	154.385	CARLSBAD FIRE
154.385	OCEANSIDE FIRE	154.385	ENCINITAS FIRE
154.385	LA COSTA FIRE	453.750	SHERIFF NORTH COAST
453.925	SHERIFF NORTH INLAND	154.235	FD NORTH INLAND
154.205	FIRE, CENTRAL	158.73	S.D. POLICE SOUTH,SW
158.97	SD POLICE, NORTH,NW	159.09	SD POLICE EAST DISPATCH
159.045	SD POLICE CENTRAL DISPATCH	158.895	SD PD WEST DISPATCH
452.675	PUROLATOR COURIER DISPATCH	457.675	PUROLATOR MOBILE
452.625	SAN DIEGO PUBLIC TRANSIT	118.600	PALOMAR AIRPORT TOWER
121.800	PALOMAR AIRPORT GROUND	120.150	PALOMAR AIRPORT ATIS
156.015	OCEANSIDE SMALL CRAFT PATROL	155.760	OCEANSIDE CITY

FROM TOM CALA475 IN CARLSBAD CALIF.

PITTSBURGH PA J. ROBERT APPLE PA-223

155.43	MONROEVILL POLICE	155.97	MONROEVILLE POLICE
33.86	MONROEVILLE FIRE & RESCUE	155.34	MONROEVILLE & PITTS EMS
155.400	MONROEVILLE & PITTS EMS	155.235	LIFEFLIGT EMS
453.100	PITTSBURGH POLICE	453.400	PITTS POLICE, DETECTIVES
154.13	PITTSBURGH FIRE	462.950	PITTSBURGH EMS
462.975	PITTSBURGH EMS	162.550	PITTS. NOAA WEATHER
159.045	PA TURNPIKE POLICE WEST	155.67	PA STATE POLICE
156.800	MARINE EMERGENCY & CALLING	157.100	COAST GUARD 22 BULLETINS
450.050	WTAE AM NEWS HELICOPTOR	450.087	WTAE TRAFFIC REPORTS
161.67	WTAE TV NEWS CREWS	170.150	WPXI TV NEWS HELICOPTOR
161.64	WDVE TRAFFIC PALNE	166.250	KDKA TV NEWS HELICOPTER
464.750	PITTSBURGH PRESS	173.225	PITTS POST GAZETTE
119.350	ALLEGHENY CO. AIRPORT APP.DEPRT.	121.100	ALLEGHENY CO. AIR TOWER
122.900	MONROEVILL AIR CTAF	123.950	PITTS INTER AIR APP.
124.150	PITTS INTL AIRPORT APPROCH	126.200	PITTS INTL AIR APPROCH.
118.700	PITTS INTL AIRPORT DEPART	119.350	PITTS INTL AIR DEPART.
124.750	PITTS INTL AIRPORT DEPART	125..900	PITTS INTL AIR DEPART.

NORTH EAST AND CENTRAL VIRGINIA BEN SAGER VA110

154.665	VA STATE PD CAR/ CAR	159.165	VA SP BASE CULPEPPER
154.695	VA SP SURVAILANCE C/C	155.445	VA SP CARS
154.725	FREDERICKSBURG POLICE	39.44	SPOTSLYVANIA CO. PD
489.8375	STAFFORD COUNTY PD #1	39.54	SIRS
39.50	SPOTSLYVANIA FIRE AND PW	154.175	STAFFORD FD, RESCUE
155.34	HEAR SYSTEM	158.835	FREDERICKSBURG RS
156.195	SPOTSLYVANIA RESCUE	154.415	FREDERICKSBURG FIRE
488.812	STAFFORD PD # 2	492.837	STAFFORD PD #
166.950	FREDERICK AREA PARK RANGERS	159.150	WASH DC SOD PD
158.790	WASH DC SOD # 1	158.850	WASH DC SOD # 2
147.015	FREDERICK AREA HAM REPEATER	147.240	WOODBRIDGE HAM REPT.

47.22	FRED AREA HIGHWAY DEPT.	5696.0	USB C/G COMSTAT
6761.0	USB, SAC COMSTAT	6927.0	LSB, AAFB PHONE PATCH
6683.0	LSB, AAFB PHONE PATCH	21164.0	WOODBRIDGE SLOW CW NET
28440.0	WOODBRIDGE WIRELESS NET	4593.5	A/F MARS

ALBUQUERQUE NEW MEXICO BY BILL TOBIN NM015

122.0	FLIGHT WATCH WEATHER	127.625	HIGH ALT. FLIGHT WATCH
122.2	FLIGHT SERVICE STATION	122.3	FLIGHT SERVICE STATION
122.55	FLIGHT SERVICE STATION	113.2	ABQ VOR
118.0	AIRPORT TERMINAL SERVICE	125.2	ARTCC LOW ALT. SW
132.8	ARTCC LOW ALT. NE	133.65	ARTCC MEDIUM ALT.
135.05	ARTCC HIGH ALT.	131.3	SAN FRAN ARINC
131.55	ARINC ACARS	129.65	DELTA AIRLINES
130.95	EASTERN AND OTHERS	162.400	NOAA WEATHER
47.86	ALBUQUERQUE ELECTRIC CO.	48.00	RIO RANCHO ELECTRIC
48.18	SANTA FE ELECTRIC	460.575	FIRE RESCUE DISPATCH
460.625	FIRE RESCUE BACK UP	154.400	FIRE RESCUE # 1
154.295	FIRE RESCUE CHANNEL 4	154.31	COMMON CITY COUNTY FIRE
154.43	COUNTY FIRE RESCUE	153.95	COUNTY FIRE REPEATER
154.13	COUNTY FIRE #2	163.46	KIRTLAND AFB FIRE
153.755	AIRPORT SECURITY	155.04	DUMPING PERMITS
453.625	GAS INSPECTORS	45.60	PEST,MOSQUITO
46.58	FLOOD CONTROL	156.195	HIGHWAY & VEHICLE MAINT.

VOLUSIA COUNTY FLORIDA BY FL099

146.835	W4AKE/ R OAK HILL	154.995	EDGEWATER POLICE
155.64	NEW SMYRNA BEACH POLICE	154.34	VOLUSIA CO. FIRE 1
155.37	INTER CITY POLICE CHANNEL	154.95	ALL POINTS/AIR 1
154.28	VOLUSIA COUNTY FIRE 2	146.52	HAM SIMPLEX
154.68	FHP BASE	154.92	FHP CAR/CAR AIRCRAFT
154.86	VOLUSIA COUNTY SHERIFF	164.75	NATAL SEASHORE PARK
155.175	VOLUSIA COUNTY EVAC	154.145	NEW SMYRNA BEACH FIRE
156.800	MARINE CH. 16	157.100	USCG PONCE INLET
157.075	USCG 81	157.175	CG AUX 83
157.150	USCG 23	156.600	MARINE 12
155.97	NEW SMYRNA BEACH PD 2	162.000	DAYTONA BEACH MARINE PHONE
173.562	KSC FIRE CHANNEL 1	173.787	KSC FIRE 2
173.687	KSC SECURITY 1	163.512	RANGE SAFETY OFFICER
173.662	KSC SAFETY	173.175	KSC SECURITY 2
170.150	KSC COMMUNICATIONS DIVISION	148.485	TIMING COUNTYDOWN
146.91	TITUSVILLE HAM REPEATER	146.94	MERRITT ISLAND HAM
147.150	DAYTONA BEACH HAM	147.24	VARECS

TAMPA BAY BY YOUR EDITOR

460.025	DUNEDIN POLICE	453.100	DUNEDIN FIRE
155.94	DUNEDIN CITY NET	154,31	COUNTY FIRE NORTH DISPATCH
154.400	NORTH COUNTY FIREGROUND	155.82	COUNTY SCHOOL SECURITY/MAINT.
460.275	CLEARWATER PD WEST DISPATCH	460.475	CLEARWATER PD EAST DISPAT.
453.150	PINELLAS/PASCO COUNTY ATTORNEY	119.5	TAMPA AIRPORT TOWER
121.700	TAMPA AIRPORT GROUND	453.400	TAMPA AIRPORT POLICE
450.112	WTSP TV NEWS(ABC)	160.59	SEABOARD ROAD
163.487	MACDILL AFB POLICE	173.587	MACDILL AFB FIRE
173.562	MACDILL AFB MEDICAL	44.76	STATE PARKS,HONEYMOON ISLAND
157.150	USCG WORKING	460.750	EASTERN CREW
130.750	EASTERN COMPANY FREQ	460.825	DELTA CREW
158.76	PINELLAS COUNTY PARKS	155.34	HEAR SYSTEM
463.050	MED 3 BAYFLIGHT HELICOPTER	463.100	MED 5
154.100	PINELLAS CO. EMERGENCY MANAGEMENT	453.550	TAMPA PD WEST DISPATCH
154.07	ST PETERSBURG FIRE DISPATCH	154.43	TAMPA FIRE DISPATCH
155.64	PINELLAS CO. SHERIFF DUNEDIN & NORTH	154.71	PCSO CLEARWATER TO LARGO
154.665	FHP PINELLAS DISPATCH	154.68	FHP TAMPA DISPATCH
154.95	STATEWIDE CAR/CAR	451.475	FLA POWER CLEARWATER DUNEDIN

MONROE COUNTY WISCONSIN BY MARK LOETHER WI-086

155.625	MONROE COUNTY PD COUNTYWIDE	155.37	POLICE POINT TO POINT
155.085	COUNTYWIDE SIMPLEX	155.925	COUNTYWIDE LOCAL GOV. 3
154.235	COUNTYWIDE FIRE	155.475	WISPERN
155.73	SPARTA POLICE	155.07	TOMAH POLICE
155.955	COUNTYWIDE PUBLIC WORKS	154.905	STATE PATROL # 2
159.450	STATE PATROL # 1	151.46	STATE PATROL #3
155.340	EMS	160.77	SOO LINE R.R.

160.890	CHICAGO & NW R.R.	161.100	BURLINGTON R.R. 1
160.425	BURLINGTOM R.R. PBX	159.330	STATE RESOURCES BLUE NET
158.745	STATE DEPT. OF EMERGENCY GOVT.	145.390	TOMAH AREA HAM REPEATER
465.125	STATE PATROL UHF VEHICLE REPEATER	451.225	OAKDALE REC. POWER CO.
451.350	NORTHWEST TELEPHONE CO.	48.52	WISCON. GAS COMPANY
155.430	LA CROSSE COUNTY SHERIFF	155.145	LA CROSSE CO. COORDINATION
155.600	LA CROSSE POLICE DEPT.	154.815	JACKSON CO. SHERIFF
154.445	JACKSON COUNTY FIRE	156.210	JONEAU COUNTY SHERIFF
154.995	VERNON COUNTY SHERIFF	162.550	LA CROSSE NOAA WEATHER

CENTRAL AND SOUTHEAST KANSAS BY JAMES SEALEY KS042

155.130	WICHITA PD WEST CH. 1	155.43	WICHITA PD DET VICE NARCO
154.725	WICHITA PD EAST CH. 4	154.785	WICHITA PD SPIDER CH. 5
155.19	SEDGWICK COUNTY PD CH. 2	154.875	SEDGWICK COUNTY PD CH. 3
460.500	WICHITA STATE UNIV. POLICE	154.68	KANSAS TURNPIKE
453.925	MID CONTINENTAL AIRPORT	154.415	WICHITA FIRE DEPT. CH.A
154.190	WICHITA FIRE DEPT. CH. B	154.385	SEDGWICK CO. FIRE
154.250	BOEING MIL. CO. FIRE CH. A	154.295	BOEING MIL. CO. FIRE B
462.950	WESLEY HOSP. LIFEWATCH	462.975	WICHITA AMBO DISPATCH
463.175	WICHITA AMBO AUX	153.455	KANSAS GAS & ELECT.SG CO.
153.515	KANSAS GAS & ELECTRIC BU CO.	153.605	KANSAS GAS & ELECT. SG. CO.
451.325	SOUTHWESTERN BELL TELEPHONE	148.075	MCCONNEL AFB COMMAND NET
148.500	MCCONNELL AFB JOB CONTROL	148.545	MCCONNELL AFB RAMP
163.460	MCCONNELL AFB AIRCRAFT SECURITY	163.485	MCCONNELL AFB BASE PD
118.000	MCCONNELL AFB GROUND	118.200	MID-CON AIRPORT TOWER
120.600	MID CONT. AIRPORT APPROCH	122.650	MID CONT. AIRPORT WEATHER
125.700	MID CONT. AIRPORT CLEARANCE	126.200	MCCONNELL AFB TOWER
126.700	MID CONT. AIRPORT APPORCH	134.4500	MID CONT. AIRPORT APPROCH ABOVE 5,000 ft

THIS IS IT FOR MY NEW COLUMN. NEXT MONT MORE. SOME OF THE LISTINGS CONTAINED FBI, DEA ETC. IN KEEPING WITH RCMA POLICIES I WILL NOT PRINT THOSE.

Joe

$19.95
RADIO AMATEUR'S
NOVICE VOICE CLASS
ELEMENT 1A MORSE CODE LEARNING
ELEMENT 2 BASIC THEORY
FCC LICENSE PREPARATION
Fully Illustrated Text Book - Q & A Style
2 Stereo Long-Play Code Learning Cassettes
Exact 300 Questions, Answers & Explanations
Practice 5 wpm Morse Code Test
FCC Form 610 & Examiner's Packet
Practice 30 Question Written Exam
Full Color Frequency Chart
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GORDON WEST WB6NOA
FRED MAIA W6YI
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HF Band Limits

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$19.95 plus $2 postage & handling

PAID ADVERTISING

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:

RCMA MARKETPLACE, c/o Gary Darcy, P.O. Box 1329, Palmdale, CA 93550

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above for a supply of forms. Foreign members do not need to include postage on envelopes. ALL MEMBERS must include their membership numbers.

The Marketplace editor can be contacted by electronic mail via the following services:

COMPUSERVE.....76566,1542	GENIE.....GMDARCY
THE SOURCE.....BDW292	MCI MAIL.....286-1087
DELPHI.....GMDARCY	TELEX.....6502861087
PEOPLE/LINK....GMDARCY	EASYLINK.....62015327

EDITOR'S COMMENT: At present I have a transfer request pending with my employer to Salt Lake City, UT. My wife has already started work there. Hopefully, by the time you read this I'll be there with her. In the mean time, please continue to use the Palmdale, CA address. For faster service use E-MAIL, if possible. THANKS!!!

FOR SALE: 2 items. [#1] Realistic PRO-30. Includes flex antenna & manual. $150.00. [#2] Realistic PRO-25. Includes adapter, crystals, non-recharge batteries, telescoping & flex antennas, and manual. $50.00.
-> Contact: TODD HEILER (NY-338), 5586 James Dr., Hamburg, NY 14075. (06/09/87)

FOR SALE: Info-Tech M-600A Multi-Mode Decoder. Decodes CW, RTTY (ASCII & Baudot) and the TOR codes (ARQ & FEC). $489.00 M-600A only, $519.00 with Zenith ZVM-121 (12") green screen monitor.
-> Contact: GENE KROLAK (MI-129) at 313-654-8387. (06/10/87)

FOR SALE: Bearcat BC-100. Includes case and new charger and nicads. Just checked by factory. $100.00
-> Contact: ROBB GREENSPAN (CA-LA-012), 4800 Zelzah Ave., Encino, CA 91316. (06/10/87)

FOR SALE: Realistic PRO-2002 VHF/UHF 50 Channel Scanner. Immaculate condition with enhancements, including metering jack, owner's manual, and factory service manual. Top operating condition; clean; ready to go, mobile or base. Will prepay UPS shipping to continental U.S. $200.00.
-> Contact: W.D. CHEEK (CO-038), P.O. Box 1019, Lemon Grove, CA 92045. (06/12/87)

FOR SALE: "Scanning The Entertainment Industry" 2nd Edition. Frequency guide for California only; 52 pages. $7.50.
-> Contact: ROBERT A. STOFFEL (CA-OR-026), 1337 West Ave., Fullerton, CA 92633. (06/11/87)

FOR SALE: SBE Opti-Scan. Includes programming manual and cards. $150.00 to $175.00.
-> Contact: CHARLES D. MARTIN (MD-004), 1906 Old Annapolis Blvd., Annapolis, MD 21401 or telephone 301-757-2997. (06/18/87)

FOR SALE: Realistic PRO-2001. $175.00 including UPS surface shipping.
-> Contact: BILL PHILLIPSON / W6PRI (CA-SC-029), 18954 Pendergast Ave., Cupertino, CA 95014-3623 or telephone 408-996-7624. (06/20/87)

FOR SALE: Realistic PRO-2002. 50 channels; like new; original box. $200.00.
-> Contact: WILLIAM HALPIN (CA-SB-024), 3195 Little Moutain Dr., San Bernardino, CA 92405 or telephone 714-886-8909. (06/22/87)

FOR SALE: 7 ITEMS. [#1] Realistic DX-160. [#2] Realistic DX-302. [#3] MFJ Preselector II. [#4] MFJ-1040. [#5] Radio Shack PRO-77A. [#6] Bearcat BC-350. [#7] Bearcat BC-100XL. Make offer on any or all items.
-> Contact: ROBERT J. LoCHIATTO (MS-021), 3705 Quinn Dr., Pascagoula, MS 39567 or telephone 601-769-6258. Please call evenings or weekends. (06/30/87)

MONITORING & THE LAW

Send information or questions to:
Roger W. West (MN-052), P.O. Box 366, Wyoming, MN 55092

Hello! My name is Roger West and I have been selected by William Maudlin, the General Editor, to be your new column editor.

I would like to start things off by telling you a little about my self and my family. I am 48 years old and married to a wonderful woman by the name of Mary and we have four children. They are Bill, 23 years old, married recently. He is a sergeant in the U. S. Army. Tammy, 21 years old, married and recently blessed us with a grandson, Joseph. She is a CNA in a local nursing home. Tim, 18 years old. He also is a CNA at the same hursing home and loves the residents. Richey, 9 years old, will be in 3rd grade and very involved in T-ball. We live in Wyoming, Minnesota which is located approximately 35 miles north of Minneapolis/St. Paul (Twin Cities) on Highways U. S. 61 and Interstate 35. My interests are monitoring, Photography and Spectator Sports.

I have a PRO 2020 and a PRO 2021 scanners. Between the two of them I can monitor up to 220 channels. I am a member of the "NATIONAL ORGANIZATION OF SCANNER OWNERS" (N. O. S. O.) and the "ASSOCIATION of NORTH AMERICAN RADIO CLUBS" (A. N. A. R. C.). I also subscribe to many magazines which relate to monitoring.

I have worked in the trucking industry all of my working life, from being a dockman to becoming an Operations Supervisor. I am now permanently disabled due to a back injury and most recently a victim of several strokes. I would appreciate it if you should see an article in a newspaper or magazine on monitoring and the law if you could send it into me. I will let you know that I have received the material via a postcard. I will also do my best to have it appear in the column just as soon as possible. I am not a lawyer, so please do not take any opinion I may have as a legal statement.

NOW lets get down to business. I plan to put together a pamphlet telling of the different monitoring laws in each state of the United States plus the Provinces of Canada. I will need your help to do this. Please answer the following questions for me. I will put your answers in the column as they come into me. I will also make up a pamphlet of all the answers and send them to you when you request them. This should be very handy for anyone when you plan to go on a vacation or for traveling on business.

QUESTION: IS MONITORING IN YOUR STATE AND/OR BORDERING STATES:

A. Legal in your home?
B. Legal in a mobile unit? (Car, boat, etc.)
C. Legal with a hand held monitor?
D. Legal in your place of buisness or work?
E. Are there any local laws in your area?

Because this column, Monitoring and the Law has not appeared in print as of late, I feel this would be a good time to review RCMA's policy in regards to what can and can not be published in the newsletter.

RCMA Policy prohibits the publication of the following things:

1. Any officially classified Federal frequency, code or ID list
2. Tones used to access repeater systems

3. Frequencies used in investigative surveillance bugs
4. Any other item deemed not in the best interest of RCMA because of local crisis situations or because there is no interest in the material by the general membership.

WHAT MAY LEGALLY BE MONITORED

1. Any marine or aeronautical radio communication
2. Any amateur, CB or general mobile radio service transmission
3. Any communication transmitted "for the use of the general public, or that relates to ships, aircraft, vehicles, or persons in distress
4. The radio portion of cordless telephone communications linking the handset and base unit
5. Tone-only paging signals
6. Certain types of audio subcarriers (to be specified in Senate report)
7. Signals causing harmful interference to"any lawfully operating station or consumer electronic equipment, to the extent necessary to identify the source of such interference
8. Satellite transmissions of "network feeds," some audio subcarriers, and cable programming covered by Section 705(b) of the Communications Act.
9. Any governmental, law enforcement, civil defense, private land mobile, or public safety (including police and fire) radio communications system which is "readily accessible to the general public"
10. Any other electronic communication made through a system "configured so that such electronic communication is readily accessible to the general public"

"READILY ACCESSIBLE TO THE GENERAL PUBLIC"

In most cases, radio communications defined as NOT "readily accessible" will be illegal to monitor, unless one of the above exemptions applies. "Readily accessible to the general public" is defined to mean that the communications is NOT:

1. scrambled or encrypted
2. "transmitted using modulation techniques whose essential parameters have been withheld from the public with the intention of preserving the privacy of such communication"
3. "carried on a subcarrier or other signal subsidiary to a radio spread-spectrum signals
4. "transmitted over a communication system provided by a common carrier" (except for tone-only paging signals)
5. transmitted on frequencies allocated under FCC rules part 25 [communication-relay satellites] part 74(d) [remote broadcast pick-up stations], part 74(e) [aural broadcast auxiliaries, including studio-to-transmitter links], part 74(f) [television broadcast auxiliaries and studio-to-transmitter links], or part 94 [private fixed microwave].

Well that is it for this month. Please list your answers and send them to me. Until next month, I leave you with this thought - May the best day to your past be the worst day of your future.

Good listening,

Roy

RCMA has a Telephone Number

The new RCMA telephone number is (714)545-9551. It's 'manned' by an answering machine, and while it's been established for RCMA members, its use is limited. You may leave a message concerning delivery or renewal problems; you cannot use it to request club information or order back issues. Appropriate response will be made by letter or postcard, not by telephone. Any call regarding a membership problem MUST be accompanied by your membership number.

Please remember that it is a toll call, so be sure before you dial that a written communication won't do just as well.

NEWS MEDIA COMMUNICATIONS

This column is for reporting frequency and radio systems information of news media. Send related reports and questions on newspaper, radio, television, magazine, film production companies, etc. to:

Allen G. Henney, MD-069, 6912 Prince Georges Ave, Takoma Park, MD 20912

RICK Di FIORE (CA-LA-544) SENDS US ANOTHER LISTING FOR THE SOUTHERN CALIFORNIA NEWS MEDIA. RICK SAYS THAT THIS ONE IS A LITTLE BIT MORE DETAILED AS TO WHAT IS GOING ON. I WOULD LIKE TO EXTEND MY APPRECIATION TO RICK FOR SUCH A GREAT REPORT IN "CAMERA READY" FORMAT. HOPE ALL YOU SOUTHERN CALIFORNIA MEMBERS CAN MAKE USE OF THIS EXCELLENT LISTING. THANKS RICK!

NOW ONTO RICK'S SOUTHERN CALIFORNIA PROFILE...

NEWS MEDIA FREQUENCIES

By: Rick - N6KIB / CALA544
Southern California Communications Services

25.8700	KES-328	KNBC-TV Ch. 4		Burbank
29.0900	KMH-735	KBIG-FM 104.3		Los Angeles
	KA-74859	KBRT-AM 740		Avalon
26.1300	KVY-773	KTLA-TV Ch. 5		Hollywood
	KMH-735	KBIG-FM 104.3		Los Angeles
	KA-74859	KBRT-AM 740		Avalon
26.1500	KRI-908	KNBC-TV Ch. 4		Burbank
26.1900		KABC-TV Ch. 7		South Mountain
26.2500	KMD-405	KTTV-TV Ch.11		Hollywood
	KES-328	KNBC-TV Ch. 4		Burbank
	KFT-347	KHJ-TV Ch. 9		Hollywood
26.2900	WHE-923	KABC-TV Ch. 7		Santiago Peak
26.3500	KMD-405	KTTV-TV Ch.11		Hollywood
	KEH-396	KNBC-TV Ch. 4		Burbank
26.3700		KLVE-FM 107.5		
	KRI-908	KNBC-TV Ch. 4		Burbank
26.3900	WHE-923	KABC-TV Ch. 7		Hollywood
26.4700	KVY-773	KTLA-TV Ch. 5		Hollywood
26.7400	KJI-336	KLOA-AM 1240		Ridgecrest
154.5275	KFT-347	KHJ-TV Ch. 9		Hollywood
154.5625	KFT-347	KHJ-TV Ch. 9		Hollywood
161.6400	KEP-645	KWNK-AM 670		
	KOS-377	KBAK-TV Ch.29	Low power operation	Bakersfield
		KGFJ-AM 1230		Los Angeles
	KHI-564	KQLH-FM 95.7		29-Palms
	KMM-798	KCOP-TV Ch.13	Newscrews	Hollywood
	WHE-557	KWRM-AM 1370		Corona
	KMK-258	KFMB-AM 760		San Diego
	KMK-258	KFMB-FM 100.3		San Diego
	KES-328	KNBC-TV Ch. 4		Burbank
		KPRO-AM 1440		Riverside
	KTO-276	KTMS-AM 1250		Santa Barbara
	KEH-617	KGRB-AM 900		West Covina
	KEH-617	KBOB-FM 98.3		West Covina
	KEH-171	KDIG-AM 1240		Lake Arrowhead
161.6700	KMM-808	KGIL-AM 1260		
	KEP-645	KWNK-AM 670		
	KHU-221	KTRO-AM 1520		Port Hueneme
	KES-328	KNBC-TV Ch. 4		Santa Ana
	KMJ-887	KCBQ-AM 1170		San Diego
	KJW-694	KMLO-AM 1000		Fallbrook
	KJG-910	KDAY-AM 1580		Santa Monica
	KOS-357	KFI-AM 640	Remote operations	Los Angeles
	WYR-208	KDB-AM 1490		Santa Barbara
161.7000	KEP-645	KWNK-AM 670		
	KFH-734	KDOL-AM 1340		Mojave

	KOS-377	KWHY-TV Ch.22		Hollywood
	KG-7612	KSYV-FM 97.7		Solvang
	KEH-171	KDIG-AM 1240		Lake Arrowhead
	KMM-789	KGTV-TV Ch.10	Newscrews	San Diego
		KVEA-TV Ch.52		Glendale
161.7300	KTQ-309	KVEN-AM 1450		Ventura
	KAG-327	KHIS-AM 800		Los Angeles
	KUN-343	KSDO-AM 1130		San Diego
	KH-6891	KOWN-AM 1450		Escondido
161.7300	KTO-276	KTMS-AM 1250		Santa Barbara
161.7600	KES-328	KNBC-TV Ch. 4	Dispatch/Newscrews/etc...	Burbank
	KJG-910	KDAY-AM 1580		Santa Monica
	WHE-955	KLZZ-FM 106.5		San Diego
	KMM-789	KGTV-TV Ch.10	Newscrews	San Diego
	KMM-799	KAVR-AM		Apple Valley
166.2500	KMH-392	KSON-AM 1240		San Diego
	KMH-392	KSON-FM 97.3		San Diego
170.1500	KOS-357	KFI-AM 640	Traffic Watch/Live Reports	Los Angeles
		KOST-FM 103.5		Los Angeles
450.0500	KRO-642	KABC-AM 790	Traffic Watch	Culver City
450.0875	KQV-755	KCBS-TV Ch. 2	Assignment Desk	Hollywood
450.1125	KPF-261	KWHY-TV Ch.22		Hollywood
	KPF-248	KMEX-TV Ch.34		Hollywood
	KLH-809	KPBS-TV Ch.15		San Diego
	WHE-955	KLZZ-AM 600		San Diego
	WHE-799	KTBN-TV Ch.40	Production/Studio	Santa Ana
	KPF-234	KIHS-TV Ch.46		Ontairo
	KPE-796	KDOC-TV Ch.56		Anaheim
	KCH-231	KCOY-TV		Santa Maria
450.1375	KQA-845	KABC-TV Ch. 7	News Desk/Mini-Cams	Hollywood
450.1500	KA-7476	KABC-TV Ch. 7	Simplex Operations	Hollywood
	KPG-344	CNN	Cable News Network	Los Angeles
450.1625	KFS-632	ABC-TV	Network Operations	Los Angeles
450.1875	KPF-907	NBC-TV	Network Operations	Los Angeles
450.2125	KFT-347	KHJ-TV Ch. 9	Assignment Desk/Newscrews	Hollywood
	KML-441	KYMS-FM 106.3		Santa Ana
	KML-429	KLZZ-AM 600		San Diego
450.2375	KRL-429	KGTV-TV Ch.10		San Diego
450.2625	KMK-258	KFMB-AM 760		San Diego
450.2875	KQV-755	KCBS-TV Ch. 2	Newscrews	Hollywood
450.2500	KVY-773	KTLA-TV Ch. 5	News Desk	Hollywood
450.3125	KQA-847	KABC-TV Ch. 7	Assignment Desk	Hollywood
450.3375	KEH-327	KFMB-TV Ch. 8		San Diego
450.3500	KVY-773	KTLA-TV Ch. 5		Hollywood
450.3625	KMM-789	KGTV-TV Ch.10		San Diego
450.3875	KEH-396	KNBC-TV Ch. 4	Newscrews	Burbank
450.4125	KQV-755	KCBS-TV Ch. 2	Mt. Wilson to Newscrews	Hollywood
	KEH-335	KFMB-TV Ch. 8		San Diego
450.4375	KEH-327	KCST-TV Ch.39		San Diego
450.4500	KZZ-771	KRLA-AM 1110		Los Angeles
450.4625	KEH-327	KCST-TV Ch.39		San Diego
450.4875	KVM-738	KOCE-TV Ch.50		Huntington Bch
	KZH-867	KPBS-TV Ch.15		San Diego
	KEH-329	KKAM-AM 920		Palm Springs
450.5125	KQV-755	KCBS-TV Ch. 2	Transmission to Studio	Hollywood
450.5375	KRI-908	KNBC-TV Ch. 4	Live Reports	Burbank
450.5500	KPG-344	CNN	Cable News Network	Los Angeles
450.5625	KRI-908	KNBC-TV Ch. 4		Burbank
450.5875	KJT-464	KTTV-TV Ch.11	Assignment Desk/Newscrews Mini-Cams/etc...	Hollywood
450.6125	KOS-344	KCBS-TV Ch.•2		Hollywood
450.6500	WHE-737	KPFK-FM 90.7		Los Angeles
	KLC-634	KFWB-AM 980	News Mobiles/Live Reports	Hollywood
	WHE-738		L.A. Network "Metro"	Los Angeles
450.6875	KMH-392	KSON-AM 1240		San Diego
	KMH-392	KSON-FM 97.3		San Diego
450.7000	KEH-297	KNX-AM 1070	News/Traffic Watch	Hollywood
450.7125	KPG-712		Air Traffic Watch	San Diego
450.7250	WHE-932	KABC-TV Ch. 7		Hollywood
450.7500	KMH-853	KMPC-AM 710	Airwatch	Hollywood
	KEH-297	KNX-AM 1070		Hollywood

NEWS MEDIA COMMUNICATIONS continued

450.7750	KPG-344	CNN	Cable News Network	Los Angeles
450.8000	KEH-377	KCBS-TV Ch. 2	Studio	Hollywood
		KKHR-FM 93.1	(CBS-Radio Network)	Los Angeles
450.8500	KLC-634	KFWB-AM 980	News Mobiles/Live Reports	Hollywood
450.8750	KFH-916	KNBC-TV Ch. 4		Burbank
450.9000	WZB-696	KCRW-FM 89.9		Santa Monica
		KPWR-FM 105.9		Los Angeles
		KSBR-FM 88.5		Los Angeles
450.9250	KGM-270	KPQP-AM 1360		San Diego
450.9500	KPE-953	KIIS-AM 1150		Los Angeles
	KPE-953	KIIS-FM 102.9		Los Angeles
	KEP-946	KTTV-TV Ch.11	Studio Audio for Newscrews	Hollywood
455.0100	KFP-995	KEZN-FM 103.1		Palm Desert
455.0500	KUZ-496	KGIL-AM 1260		San Fernando
455.0875	KMH-392	KSON-AM 1240		San Diego
	KFT-347	KHJ-TV Ch. 9	Assignment Desk/Newscrews	Hollywood
455.2125	KML-441	KYMS-FM 106.3		Santa Ana
455.2375	KEH-377	KCBS-TV Ch. 2		Hollywood
	KTG-981	KSDO-AM 1130		San Diego
455.2875	KRL-429	KGTV-TV Ch.10		San Diego
455.3125	WZZ-706	KCOP-TV Ch.13	News Desk/Newsteams	Hollywood
455.4500	KMM-810	KRTH-AM 930		Los Angeles
	KMM-810	KRTH-FM 101.1		Los Angeles
455.5125	KRF-995	KEZY-AM 1190		Anaheim
	WHE-738		L.A. Network (Traffic Watch)	Los Angeles
	KFR-767	KCSN-FM 88.5		
455.7125	KPG-265		Air Watch	San Diego
455.7750	KPG-344	CNN	Cable News Network	Los Angeles
455.8000	KU-2550	KUCI-FM 88.9		
	KMM-808	KGIL-FM 94.3		San Fernando
	KB-55890	KNTF-FM 93.5		
455.8500	KD-4614	KKAM-AM 920		Palm Springs

PUBLIC SAFETY

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for poilice, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

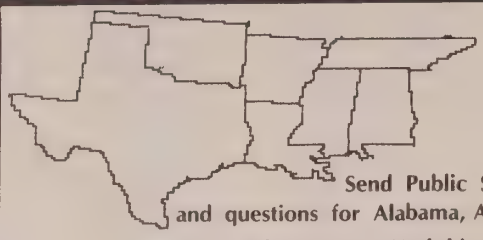
Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may no be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak
10-2	Signal good
10-3	Stop transmitting
10-4	Affirmative (OK)
10-5	Relay (to)
10-6	Busy
10-7	Out of service
10-8	In service
10-9	Say again
10-10	Negative
10-11	( ) on duty
10-12	Stand by (stop)
10-13	Existing conditions
10-14	Message/Information
10-15	Message delivered
10-16	Reply to message
10-17	Enroute
10-18	Urgent
10-19	(In) contact
10-20	Location
10-21	Call ( ) by phone
10-22	Disregard
10-23	Arrived at scene
10-24	Assignment completed
10-25	Report to (Meet)
10-26	Estimated time of arrival
10-27	License/Permit Information
10-28	Ownership Information
10-29	Records check
10-30	Danger/Caution
10-31	Pick up
10-32	( ) units needed (Specify)
10-33	Help me quick
10-34	Time

10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.



PUBLIC SAFETY - SOUTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas to

Ed Lentz, 609 Yorkshire, Pasadena, TX 77503-1450

GEnie - ELENTZ DELPHI - THISARSE COMPUSERVE - 72645,172

Hello again. Here we are into the month of September already. I have finally received enough information that maybe I will have something for everyone. Lets hope so anyway.

This month we will print some of the RCMA LISTENER'S PROFILE'S that have been sent in. There was a special insert in the June 1987 newsletter for you to fill out and send in. If you haven't done so please go back and recover that issue, pull out the special insert in the center of the newsletter and fill it out. It's not too late and we would certainly appreciate you doing so.

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ALABAMA

BIRMINGHAM

1	460.300	Birmingham PD	Downtown Ch. 1
2	460.175	Birmingham PD	East Ch 2
3	460.475	Birmingham PD	West Ch 3
4	460.075	Birmingham PD	South Ch 4
5	460.375	Birmingham PD	Miscellaneous ch 5
6	460.350	Hoover PD	
7	460.225	Irondale PD	
8	460.025	Hueytown PD	
9	155.715	Fairfield PD	
10	154.115	Tarrant PD	
11	154.800	University of Alabama PD (Birmingham)	
12	154.860	Midfield PD	
13	156.210	Bessemer PD	
14	155.250	Leeds PD	
15	155.535	Gardendale PD	
16	155.565	Trussville PD	
17	155.775	Fultondale PD	
18	155.940	Mountain Brook PD	
19	45.900	Jefferson Co. Sheriff Ch 1	
20	45.740	Jefferson Co. Sheriff Ch 2	
21	45.940	Adamsville Pd	
22	46.020	Graysville Pd	
23	154.920	Alabama State Troopers - Base	
24	155.445	Alabama State Troopers - Mobile	
25	155.010	Statewide Intercity	
26	45.980	State Dept. of Corrections	
27	154.190	Birmingham Fire	
28	460.125	Homewood Police	
29	45.640	Homewood Fire	
30	154.370	Mountain Brook Fire	
31	154.250	Bessemer Fire	
32	154.055	Hoover Fire	
33	154.160	Forestdale Fire	
34	453.725	State Civil Defense	
35	453.300	County Civil Defense	
36	155.340	H.E.A.R. - Hospital Ambulance Med Net	
37	155.355	Carraway Hospital Lifesaver Helicopter	
38	119.900	Birmingham Tower	
39	124.500	Birmingham Departure	
40	132.200	Birmingham Departure	
41	119.400	A.T.I.S.	
42	450.650	WBRC - TV Ch. 6	
43	172.900	F.A.A.	
44	159.345	State Forestry	

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ARKANSAS & LOUISIANA

HOT SPRINGS ARKANSAS

1	120.30	Hot Springs Tower
2	160.410	Missouri Pacific Railroad
3	151.070	Road Department
4	151.175	Arkansas Game & Fish Department
5	151.385	Arkansas Game & Fish Department
6	146.685	Bismarck Ham Repeater
7	146.880	Hot Springs Ham Repeater
8	147.180	Hot Springs Ham Repeater
9	147.360	Malvern Ham Repeater
10	152.450	Hot Springs Taxi
11	157.710	Hot Springs Taxi
12	153.410	Ark-La Gas Co
13	153.860	Hot Springs Village
14	154.235	Piwey FD
15	154.265	Morving Star FD
16	154.310	Bismarck FD
17	154.415	I-70 West FD
18	154.445	Lake Hamilton FD
19	154.755	Glenwood Sheriff Department
20	154.845	Garland County Sheriff Department
21	155.205	AMI Hospital
22	155.340	St. Joe Hospital
23	155.415	Hot Springs PD
24	155.550	Mena PD
25	155.595	Mt. Ida SO
26	155.820	Clark Co. FD
27	155.880	Hot Springs Local Government - Garbage
28	166.325	Park Service
29	453.625	Hot Springs Road Dept.
30	453.675	Hot Springs Water Department
31	453.775	Hot Springs City Busses
32	464.275	Cable TV
33	118.850	Memphis Center
34	121.700	Hot Springs Ground Control

SOUTH EAST & SOUTH CENTRAL ARKANSAS
NORTH EAST & NORTH CENTRAL LOUISIANA

1	154.830	Ashley County Sheriff Repeater
2	37.060	Ashley County Sheriff Pager
3	37.200	Ashley County S.O./Crossett P.D.
4	37.240	Ashley County Sheriff
5	155.085	Ashely county Rescue
6	155.490	Crossett Police Department
7	155.715	Crossett Fire Department
8	154.160	West Crossett Fire Protection Association
9	155.925	North Crossett VFD
10	155.160	Ashely Memorial Hospital
11	155.340	Hospital to Ambulance
12	44.740	Arkansas State Police - Warren Base
13	44.780	Arkansas State Police - Warren Mobiles
14	155.655	Arkansas State Police - Warren Mobile Repeater
15	151.175	Arkansas Game & Fish Commission
16	37.040	Chicot County Sheriff
17	37.080	Drew County Sheriff
18	154.815	Union County Sheriff
19	154.740	El Dorado Police Department
20	155.535	Bastrop, LA Police Department
21	154.190	Bastrop, LA Fire Department
22	155.010	Monroe, LA Police Department
23	154.415	Monroe, LA Fire Department
24	156.210	Quchita Parish, LA Sheriff
25	39.560	Morehouse Parish, LA Sheriff
26	39.500	Louisiana State Police - Monroe
27	162.400	NOAA Weather - Star City, AR
28	162.550	NOAA Weather - Shreveport, LA
29	160.410	Missouri Pacific Railroad

30	160.770	Ashley Drew & Northern Railway
31	161.535	Ashely Drew & Northern Railway

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OKLAHOMA

EMSA - EMERGENCY MEDICAL SERVICES AUTHORITY
AMBULANCE DISPATCH SIGNALS & FREQS / TULSA, OK AREA
Compiled by Chris, OK-31

SIGNAL	PROBLEM	SIGNAL	PROBLEM
1	Aircraft	21	Shooting
2	Animal Bite	22	Stabbing
3	Psychological	23	CVA
4	Burn	24	Suicide
5	Cardiac	25	Emergency Sick Call
6	Pediatric	26	Water / Boating
7	Unconscious Person	27	Drowning
8	Industrial	28	Poisoning
9	Convulsions	29	Internal Bleeding
10	Diabetic	30	MVA / Possible DOA
11	Disaster	31	Extreme Bleeding
12	Electrocution	32	Sports Injury
13	Explosive Accident	34	Fire Assistance
14	Fight / Assault	48	DOA
15	Hunting Accident	78	Vehicle Accident
16	OB / GYN	88	Alcohol Related
17	Overdose	89	Fall
18	Railroad Accident	90	Auto-Pedestrian
19	Rape	91	Transfer
20	Respiratory Distress	99	Assist Fire Dept TUK

NOTES:

CVA - Cerebal Vascular Accident
DOA - Dead on Arrival
MVA - Motor Vehicle Accident
TUK - Trouble Unknown

RESPONSE CODES

CODE 1 - Red lights & siren
CODE 2 - Red lights only
CODE 3 - Emergency transport

FREQ.	ACTIVITY
462.975	Ambulance Dispatch & Paging
463.175	Teletype (CRT) System
462.950	Lifeflight Air Ambulance Dispatch (Base to Air)
467.950	Lifeflight Air Ambulance (Air to Base)

HOSPITAL / PARAMEDIC COMMUNICATIONS

MED 1.....463.000	MED 5.....463.100
MED 2.....463.025	MED 6.....463.125
MED 3.....463.050	MED 7.....463.150
MED 4.....462.075	MED 8.....463.175

(Mobiles transmit 5 MHz above Base Frequency)

VHF.....155.340 (Secondary)

Paul (OK-039) has sent a very nice list of frequencies and a 10-Code list for Oklahoma City area. Due to the lack of time I will not be able to pass this list on till next month. If you need this list before then, just drop me a self addressed & stamped envelope and ask for the Oklahoma database and I'll forward the list on to you.

****

TENNESSEE

Johnson City, Kingsport, Bristoll, & Greeneville

1	154.725	Johnson City PD
2	155.250	Washington County Sheriff
3	155.205	EMS Dispatcher
4	155.340	EMS/Hospital Communications
5	154.250	Johnson City Fire Department
6	155.640	Sullivan County Sheriff
7	155.415	Elizabethton PD/Carter County Sheriff
8	155.130	Erwin PD/Unicoi County Sheriff
9	154.785	Greeneville PD/Greene County Sheriff
10	155.010	Kingsport PD
11	155.700	Bristol, TN PD
12	155.595	Briston, VA PD
13	155.055	Jonesboro PD/Fire
14	42.420	THP base
15	42.420	THP Car-Base/car to car
16	45.700	THP car to car
17	154.235	Kingsport Fire
18	154.370	Greeneville Fire
19	151.070	Elizabethton Fire
20	33.840	Gray VFD
21	154.295	Carterlo Fire Association
22	162.550	NOAA Weather Broadcast
23	118.250	ATIS - Tri-Cities Airport
24	118.400	Tri-Cities Airport - East Radar Approach
25	119.500	Tri-Cities Airport - Tower
26	121.500	Tri-Cities Airport - Emergency
27	121.700	Tri-Cities Airport - Ground
28	125.500	Tri-Cities Airport - Departure
29	125.600	Tri-Cities Airport - West Radar Approach
30	153.530	Johnson City Power Board
31	148.150	Civil Air Patrol
32	154.175	Limeston VFD
33	154.205	Nolichucky VFD
34	155.370	Inter-City

Since we are in the state of Tennessee I have some information that I have received from Curtis (TN-033) regarding a change in the radio system at the new Sullivan County Courthouse/Jail/Sheriff's Office. Seems like these folks have spent some bucks and have a new Centra-Com II console. The console has QCII Paging, Phone patch, Intercom, Alert Tones, APB-1, APB-2, VPA scrambling, select & unselect modes and total battery back-up built in. Also included are a holder for cards, CCTV monitors, a central computer for control operations, printer, and diagnostic functions for the Radio Tech to figure out why it's not working. Frequencies installed are:

BAY 1		BAY 2	
155.640	Sullivan County Primary F1 with VPA Scrambling	154.355	Sullivan County Fire
155.940	Sullivan County Secondary - Detectives/Paging	154.235	Kingsport Fire
155.700	Bristol, TN PD	155.400	Bristol Fire
155.205	EMS	154.130	Avoca VFD
155.010	Kingsport PD	154.325	Bluff City VFD
154.740	Scott County Sheriff	33.480	Sullivan E. VFD
155.250	Washington Cou. Sheriff	33.480	Sullivan W. VFD
155.415	Carter County Sheriff	154.220	Piney Flatts VFD
155.670	Hawkins County Sheriff	33.480	Warriors Path VFD
154.755	Mutual Aid	33.700	Hickory Tree VFD
		154.430	N. Kingsport Fire
		33.480	Bloomingdale VFD
		45.860	Civil Defense
		42.420	Tennessee Highway Patrol

Understand that the Tennessee Highway Patrol is no longer using 155.505 & 159.090 relays. Seems to be a problem with the FCC. The new frequencies are 451.550 & 451.600. Who said UHF will not work in the Hill country of Texas?

TEMA - Tennessee Emergency Management Agency (Haz. Mat. Teams) operate on 155.025 & 158.835. They are using Motorola MX portables with selectable PL tones to access various repeaters and also vehicle repeaters. Also included in the radios are 155.205 & 155.340, the state EMS frequencies.

The new prison in Carter County - Carter County Work Camp are using 8 channel MX-350 Portables with the following channels.

CH	TRANSMIT	RECEIVE	USE
1	158.955	155.895	Primary
2	155.895	155.895	Talk Around
3	159.405	151.160	Roan Mnt. State Park
4	151.160	151.160	Roan Mnt. State Park Talk Around
5	158.775	153.980	ETRC
6	153.980	153.980	ETRC
7	155.805	155.805	MTRC
8	158.725	158.775	Main

Also in use are 16 ch. Syntor X mobiles, MSR repeater, MCX1000 control remotes, Modem 36 Encoder, & Pagers (Minitor)
Thanks to Curtis (TN-033) I now have manuals on many of the Motorola Radios and pagers. Also have received several different antennas for my car. Looks funny with all those antennas sticking out the top!

****

TEXAS

KILLEEN, TEXAS

1	156.090	Killeen PD #01
2	148.825	Darnell Dispatcher Emergency Room
3	155.190	Harker Heights Police Department
4	154.100	Nolanville PD - noted speed trap
5	155.430	Temple Police Department
6	155.415	Copperas Cove Police Department
7	155.490	Killeen Police Department
8	155.655	Bell County Sheriff's Department
9	155.685	Coryell county S.O.
10	163.435	Corps of Engineers - Stillhouse & Belton Lake
11	154.950	Killeen Police Department
12	38.300	E.M.S. Helicopters for Fort Hood
13	159.270	Texas Parks and Wildlife
14	154.150	Harker Heights Fire Department
15	154.190	Kileen Fire Department
16	155.370	Inter-City Police - Base
17	155.460	Department of Public Safety
18	165.040	Gray Army Air Field at Fort Hood
19	165.085	Provost Marshal's Office at Fort Hood #1
20	165.165	Provost Marshal's Office at Fort Hood #2
21	155.460	Texas Highway Patrol
22	162.475	N.O.A.A. Weather Broadcast
23	154.785	Burnet County S.O.
24	154.860	Williamson County S.O.
25	33.920	Bell County Fire Department
26	154.980	Killeen Independent School System - Busses
27	155.565	Lampasas County S.O.
28	155.985	Belton Police Department
29	34.300	Fort Hood Range Patrol
30	38.300	Fort Hood Range Patrol
31	150.575	Fort Hood Fire Department
32	413.500	Fort Hood Fire Department
33	411.575	C.I.D. at Fort Hood
34	40.930	Army Boat Dock at Lake Belton

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Well folks, that about raps it up for this month. My fingers are tired of typing anyway. If any of you have computers with modems you may send in contributions using either People Link, or GEnie. I don't use Compuserve very much any more but do check in on occasion. I haven't been on DELPHI in months so it is best that you don't use that service for mail addressed to me. Don't have a computer? - well, get one.

A great machine that comes with all the software built in to get you started is the Radio Shack M-102 portable. Not much for advanced use but is cheap and will get you started in computing. Comes with a modem (300-baud) built in and a screen. The whole thing will fit in a brief case with room to spare along with the recommended cassette. Great for keeping small frequency list on.

-=ED=-

PUBLIC SAFETY NORTH CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows—Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota:

Michael W. Scheel, 25265 35th Ave, Walcott IA 52773

Welcome to another month and column of Public Safety - North Central. Not much to write about. Nobody sent anything on Public Safety use of Helicopters. I know of at least five in Iowa and Nebraska. So there must be more in the other states. So I am extending the deadline to Oct. 1st and it will be airplanes and helicopters. On to the column.

IOWA >>>>>>>>>>>>>>>>>>>>>>>>>

Davenport PD has change their reporting area system. Before it was based on census tracts. Now it is based on Beats with the RA as a letter suffix to the Beat number. In the 1988 Budget proposal was a request for three mobile data terminals. No other information is available yet. (MWS IA-011)

Scott County Parks & Recreation Dept has new radios and more frequencies. System details unknown yet. (MWS IA-011)

A second pipeline fire in eastern Iowa in as many months. On June 20th a propane pipeline in Cedar County was ruptured by a field tiling machine. The owner-operater was severily injured and his crew escaped injuries. A Iowa Highway Patrol Airplane doing speed checks in the area with several cars, noticed black smoke to the east . He directed IHP cars to the scene for traffic control (155.505 air to car). Cedar County Sheriff dispatched its deputy and cars from West Branch and Tipton (154.725 F1 Operation) and paged County Disaster Services, Tipton VFD, and West Branch VFD (154.415 county fire). Wilton VFD, which was at a house fire, released a tanker and four men for mutual aid (154.175 Muscatine county fire). Mid America Pipeline sent crews from Iowa City (49.36 company operations). Fire crews watched for hot spots around the fire, but did not attempt to put it out. It burned itself later that night.

One thing I noticed is IHP airplane can use 155.370 for air to base communications. I live about 20 miles to the east and could the smoke clearly and hear most of the radio traffic, except for some portables. (MWS IA-11)

Listener's Profile: Des Moines IA (IA-anon)

155.535	W. Des Moines Police Dispatch	159.210	Urbandale Police
155.805	W. Des Moines City	153.860	Urbandale City
154.160	W. Des Moines Fire	154.250	Urbandale Fire
460.400	Des Moines Dispatch	155.640	Iowa Highway Patrol Dispatch
460.150	" Detectives		
460.225	" Tactical	155.790	LEA
460.500	" Vice	155.430	IHP car to car
460.625	" Fire Dispatch	155.505	IHP plane
460.575	" Fire-Rescue unit to Hosital	155.445	"
		159.180	Dept. of Transportation
154.815	Polk County Sheriff Dispatch	123.900	Des Moines APP/DEP N/W
155.580	" Info	135.200	" APP/DEP S/E
154.310	" Fire	118.300	" Tower
155.220	Central IA resuce units to Hosp.	121.900	" Ground
155.340	"	134.150	" Clearance Delivery
155.175	Life Flight Helisopter	166.250	KCCI-TV (8) CBS
156.150	Clive Police	170.150	WHO-TV (13) NBC
155.940	Clive Fire/City	161.730	WOI-TV (5) ABC

Radio Frequencies in use in Dickinson County Iowa
by TT (MO-070)

Frequency	Use
City and County Channels	
154.830	Dickinson County Police Operations
155.910	Dickinson County Police Info (Cars to Base)
155.310	Dickinson County Police Info (Base to Cars)
154.205	Dickinson County Fire Units

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 154.280   Dickinson County Fire Mutual Aid
 156.015   Dickinson County Civil Defense
 151.100   Dickinson County Road Crews (Rpt out)
 159.195   Dickinson County Road Crews (Rpt in)
 155.400   Dickinson County Hospitals
 155.865   Dickinson County Hospital Paging
 155.370   City to City Police Net

State Channels
 155.640   State Patrol Bases
 154.650   State Patrol Cars
 155.430   State Patrol Car to Car
 155.505   State Patrol Aircraft
 155.475   State Mutual Aid  (also MN)
 155.790   Law Enforcement Assistance Net
 155.445   Iowa Criminal Information System
 155.595   Iowa Lake Patrol  (Used extensively on cty lakes)
 159.180   State Road Crews (Rpt out)

 Arports
 122.700   Spirit Lake Unicom
 122.900   Milford Unicom

Railroads
 160.890   CNW Ch 1 Road
 160.455   CNW Ch 2 Road
 161.040   CNW Yard

Area Ham Rpts
 146.700   Estherville
 147.300   Sibley
 146.360   Spencer
 146.610   Spirit Lake (County Skywarn Nets)

Unit Designators for Dickinson County

30 Car 1 through 30 Car 9    Dickinson County Sheriff
DCA 21, 22, and 23           Dickinson County Ambulances

Police Units       City      Fire Units

3031-3037      Spirit Lake     30-391s
3041-3042      Okoboji         30-491s
3051-3054      Arnolds Park    30-591s
3061-3063      Milford         30-691s
3071-3073      Lake Park       30-791s
3081           West Okoboji    30-891s
  None         Superior        30-991s


Minnesota  >>>>>>>>>>>>>>>>>>>>>>>>>
```

Listener's Profile: Wyoming MN and vicinty (RW MN-052)

155.310	Chisago County Sheriff	154.280	Anoka County Fire Page
154.205	Chisago County Fire Page	162.550	US Weather
155.385	Chisago Lakes Hospital & Ambulane, Chisago City	163.4125	Army Corps of Engineers
		154.145	Pine City Fire Dept
163.250	Chisago Lakes Hosp. Page	155.130	Pine County Sheriff
155.055	Wyoming Fire Dept	155.220	Pine County EMS
155.910	Wyoming Police Dept	155.880	White Bear Lake PD/Fire
154.935	MN State Patrol-St. Paul	164.750	St. Croix Natl Rvr WaterWay
155.505	MN State Patrol-Mpls	121.500	Aircraft emergency
171.575	Mn State Patrol Air	148.150	Civil Air Patrol
155.190	Washington County Sheriff	162.150	N.O.A.A. Severe Weather
154.845	Wash. County Sheriff ADMIN	151.190	MN State Parks
154.265	Wash. County Fire Page	151.265	Mn DNR Air
45.20	Forest Lake Fire Dept	151.415	Mn DNR statewide
155.235	Forest Lake Hosp, & Amb.	151.400	Wisconsin Parks
155.205	Isanti County Sheriff	151.460	Wisconsin DNR statewide
154.430	Isanti Fire Page	156.800	Marine Emergency
155.205	Isanti County Safety & Res.	453.400	Minnesota Zoo
155.640	Anoka County Sheriff	154.920	Mn State Capitol Security

Next we have more from Minnesota Radio Hobbyists.

MINNESOTA DEPARTMENT OF NATURAL RESOURCES (DNR) 5/9/87
Division of Parks and Recreation

The division develops and manages a system of 64 state parks and 10 waysides that contain examples of Minnesota's most scenic lands. Recreational facilities in parks include 66 campgrounds, 31 swimming beaches, 31 naturalist programs, and over 1,000 miles of trails for hiking, biking, horseback riding, sking, and snowmobiling. Minnesota's park system is recognized as one of the most outstanding in the country. Listed below are the frequencies, call signs, & locations that employ the use of radios for everyday activites.

BASE	MOBILE	CALL	NAME		
151.190	*******	*******	STATE PARKS AND RECREATION (PRI.)..	STATEWIDE	---
151.190	*******	KAG-426	ITASCA STATE PARK.....	LAKE ITASCA	BAS
151.190	*******	KIG-884	GEORGE H. CROSBY MANITOU STATE PK..	FINLAND	BAS
151.190	*******	KIG-885	TEMPERANCE RIVER STATE PARK.....	SCHROEDER	BAS
151.190	*******	KNCE-370	WHITEWATER STATE PARK.....	ELBA (ALTURA)	BAS
151.190	*******	KNCV-291	AFTON STATE PARK.....	HASTINGS	BAS
151.190	*******	KNDV-498	ITASCA STATE PARK.....	LAKE ITASCA	BAS
151.190	*******	KNDZ-227	?	ROCHESTER	BAS
151.190	*******	KNEA-885	LAKE LOUISE STATE PARK.....	LeROY	BAS
151.190	*******	KNEA-886	CARLEY STATE PARK.....	PLAINVIEW	BAS
151.190	*******	KNHM-212	SPLIT ROCK CREEK STATE PARK.....	JASPER	2-BAS
	151.190	KP-4714	STATE PARKS AND RECREATION.....	VARIOUS	ML
151.190	*******	KQU-344	ST. CROIX STATE PARK.....	HINCKLEY	2-BAS
151.190	*******	KZV-190	INTERSTATE PARK.....	TAYLORS FALLS	BAS
151.190	*******	KZV-377	INTERSTATE PARK.....	TAYLORS FALLS	BAS
151.190	*******	KZV-378	STATE PARKS AND RECREATION.....	VARIOUS	TB
151.190	159.240	WCL-684	TEMPERANCE RIVER STATE PARK.....	SCHROEDER	RP
151.190	*******	WNDK-685	FORT RIDGELY STATE PARK.....	FAIRFAX	BAS
151.190	*******	WQC-463	FORT SNELLING STATE PARK.....	ST. PAUL	BAS
151.190	*******	WQS-214	BEAR HEAD LAKE STATE PARK.....	ELY	BAS
151.190	*******	WQS-215	SCENIC STATE PARK.....	BIGFORK	BAS
151.190	*******	WQS-216	TOWER SOUDAN STATE PARK.....	SOUDAN	BAS
151.190	*******	WQS-217	MOOSE LAKE STATE PARK.....	MOOSE LAKE	BAS
151.190	*******	WQS-218	McCARTHY BEACH STATE PARK.....	HIBBING	BAS
151.190	*******	WQS-219	JAY COOKE STATE PARK.....	CARLTON	BAS
151.190	*******	WQS-275	TETTEGOUCHE STATE PARK.....	SILVER BAY	BAS
151.190	*******	WQS-276	SPLIT ROCK LIGHTHOUSE STATE PARK...	TWO HARBORS	BAS
151.190	*******	WQS-277	CASCADE RIVER STATE PARK.....	LUTSEN	BAS
151.190	*******	WQS-278	GOOSEBERRY FALLS STATE PARK.....	TWO HARBORS	BAS
151.190	*******	WQS-279	JUDGE C.R. MAGNEY STATE PARK.....	GRAND MARAIS	BAS
151.190	*******	WRL-663	FATHER HENNEPIN STATE PARK.....	ISLE	BAS
151.190	*******	WRW-683	ZIPPEL BAY STATE PARK.....	WILLIAMS	BAS
151.190	*******	WRW-684	OLD MILL STATE PARK.....	ARGYLE	BAS
151.190	*******	WRW-685	LAKE CARLOS STATE PARK.....	CARLOS	BAS
151.190	*******	WRW-686	LAKE BRONSON STATE PARK.....	LAKE BRONSON	BAS
151.190	*******	WRW-687	LAKE BEMIDJI STATE PARK.....	BEMIDJI	BAS
151.190	*******	WRW-689	GLACIAL LAKES STATE PARK.....	STARBUCK	BAS
151.190	*******	WRW-690	BUFFALO RIVER STATE PARK.....	GLYNDON	BAS
151.190	*******	WRW-691	MAPLEWOOD STATE PARK.....	PELICAN RAPIDS	BAS
151.190	*******	WRY-428	MINNEOPA STATE PARK.....	MANKATO	BAS
151.190	*******	WRY-429	CAMDEN STATE PARK.....	LYND	BAS
151.190	*******	WRY-430	LAKE SHETEK STATE PARK.....	CURRIE	BAS
151.190	*******	WRY-431	BIG STONE LAKE STATE PARK.....	ORTONVILLE	BAS
151.190	*******	WRY-432	LAC QUI PARLE STATE PARK.....	MONTEVIDEO	BAS
151.190	*******	WRY-433	SIBLEY STATE PARK.....	NEW LONDON	BAS
151.190	*******	WRY-434	FLANDRAU STATE PARK.....	NEW ULM	BAS
151.190	*******	WRY-435	BLUE MOUNDS STATE PARK.....	LUVERNE	BAS
151.190	*******	WRY-436	MINNESOTA CHIPPEWA TRIBE (FRSTRY.).	BALL CLUB	BAS
151.190	*******	WRY-437	LAKE MARIA STATE PARK.....	MONTICELLO	BAS
151.190	*******	WRY-438	CHARLES A. LINDBERGH STATE PARK....	LITTLE FALLS	BAS
151.190	*******	WRZ-288	SAVANNA PORTAGE STATE PARK.....	McGREGOR	BAS
151.190	*******	WSV-969	BEAVER CREEK VALLEY STATE PARK.....	CALEDONIA	BAS
151.190	*******	WSV-970	O.L. KIPP STATE PARK.....	WINONA	BAS
151.190	*******	WSV-971	FORESTVILLE STATE PARK.....	PRESTON	BAS
151.190	*******	WSV-972	FRONTENAC STATE PARK.....	LAKE CITY	BAS
151.190	*******	WSW-700	WILLIAM O'BRIEN STATE PARK.....	MARINE ON/ ST. CROIX	BAS

151.190	*******	WSZ-230	MN VALLEY ST. PK. LAWRENCE WAYSIDE..JORDAN	BAS
151.190	*******	WSZ-231	HELMER MYRE STATE PARK.....ALBERT LEA	BAS
151.190	*******	WSZ-232	NERSTRAND WOODS STATE PARK.....NERSTRAND	BAS
151.190	*******	WSZ-233	RICE LAKE STATE PARK.....OWATONNA	BAS
151.190	*******	WXF-998	CROW WING STATE PARK.....BRAINERD	BAS
151.190	*******	WXK-800	ST. CROIX (WILD RIVER) STATE PARK..CENTER CITY	BAS
151.190	*******	WXZ-787	MILLE LACS KATHIO STATE PARK.....ONAMIA	BAS
151.190	*******	WYY-990	BANNING STATE PARK.....SANDSTONE	BAS
151.190	*******	?	FRANZ JEVNE STATE PARK.....BIRCHDALE	?
151.190	*******	?	HAYES LAKE STATE PARK.....ROSEAU	?
151.190	*******	?	KILEN WOODS STATE PARK.....LAKEFIELD	?
151.190	*******	?	LITTLE ELBOW LAKE STATE PARK.....WAUBUN	?
151.190	*******	?	MONSON LAKE STATE PARK.....SUNBURG	?
151.190	*******	?	SAKATAH LAKE STATE PARK.....WATERVILLE	?
151.190	*******	?	SCHOOLCRAFT STATE PARK.....DEER RIVER	?
151.190	*******	?	UPPER SIOUX AGENCY STATE PARK.....GRANITE FALLS	?
	151.370	KP-4714	STATE PARKS AND RECREATION (SEC.): BEACH PATROLS, HAND-HELDS IN PARK (LOW-POWER COMMUNICATIONS).....STATEWIDE	ML

Nebraska >>>>>>>>>>>>>>>>

Omaha Police (a member from NB)

Ch 1	460.100	R	Cruiser west (dispatch)
2	460.150	R	Cruiser North (Dispatch)
3	460.225	R	Cruiser South (Dispatch)
4	460.275	R	Information
5	460.375	R	Command / Traffic
6	460.425	R	C.I.B. (Detectives)
7	460.500	R	Citywide
8	460.500	m	Civil Defense-mobile

Note: Omaha PD traffic cars have CB radios and they like to use CB ch5 (27.015 MHZ AM) as well as UHF ch 5, 7, & 8 for their assignments.

*** The Question Zone ***

Does anyone know anything about other frequencies used by the City of Omaha? Like Fire, public works, transit, etc.

*** MISC. ***

Well thats it for another issue. -30-

PUBLIC SAFETY—NORTH EAST

Send Public Safety amd Special Emergency frequencies, radio system details, and questions as follows—New England States, New York, Pennsylvania, New Jersey, Maryland, Deleware, and District of Columbia:

Gary Saffer, 6 Roach Road, Stoughton, MA 02072

Hello and welcome to the September edition of PSNE. The mailbag is full this month and so I won't waste alot of space with idle chatter. I also am going to catch up on a lot of miscelaneous bits and pieces that have been accumulating on my desk for a while. Now on to the good stuff.

First we have a few miscelaneous bits of information that have been waiting for space for various amounts of time.

From Sebastian Cultrera (CT-068):

Hartford Hospital Life Star Helicopter 155.385 Code 100 response to scene of accident, Code 200 interhospital transfer, Code 300 Transfer to Hartford Hospital... Wethersfield Volunteer Ambulance Corps 462.950 Aetna Ambulance Service 47.54 and 462.950. Wethersfield unit id's 851 and 852 Aetna id's 211 and 212.

From Warren Silverman (NY-214) the following miscelaneous NY info:

Nassau County

The Village of Woodsburgh has disbanded their Police Department after Approximately two years of operation. Other local departments as follows:

Cove Neck	KFG-553	37.30	Mill Neck		39.72 ??
Centre Island		155.190	Old Brookville	KNIE340	155.190 R
Laurel Hollow	KFT-554	39.72	Old Westbury	KAW-382	39.54
		155.190	Oyster Bay Cove		155.190

Note: Most of these villages have the capability of operating on Nassau County UHF frequency, MRD 155.370,and Village Intersystem 156.210.

Suffolk County

Belle Terre village Constable (Belle Terre 1) KCQ-571 39.30 Old Field Police 39.30 Sherrif "912" 155.415R Port Jefferson Village Constable (Port Jeff 1) TO SCPD 155.790 Town of Brookhaven-Code Enforcement/Aux. Police 158.880, Off Track Betting Corp./Talbot House (Jail)??Fire Marshalls 154.055R

New York City

Police-The 94 precinct has moved back to 100 Meserole St. after being temporarily at 43 Hurpert St/// Fire two new firehouses have opened-Eng 4/Ladder 15 at 40 South St Manhattan and Eng 233/Ladder 176 at 25 Rockaway Ave Brooklyn/// West Hamilton Beach Vol. Fire Dept and Amb Corps "940" units 155.280/// Department of Corrections 471.6625

From Mark Chinsky some further New York info:

Glenwood Fire District (Glen Head, L.I.)

F1 46.100 Countywide Freq.
F2 46.120 5,8&9 Battalion Freq.
F3 46.220 Fireground Freq.

Nassau County FIRECOM Dispatches Glenwood units via their underground command center (KEG254) at Mineola L.I.. Alarm tones go out first on F1 and then on F2. The voice dispatch follows the same sequence. Nassau County PD/ Aviation/Marine/Medical Control 153.740 /// Auxiliary Police 154.115/// Surveillance 478.9375 /// Detectives 478.7125.

From Charles Secoges Jr. some New Jersey frequencies:
East Brunswick Fire 33.82 // Fire Rescue 453.775 // Police Info 453.775 // Police 453.925 /// Woodbridge / Perth Amboy / Piecataway Fire Depts. 33.82 /// Bridgewater Police 154.115

From Fred Mona (NY-220) we have a profile of the City of Buffalo and Erie County EMS communications system,

Private ambulance companies are 500 series units. Each Company has it's own office or company frequency for conducting private business.

Company	Oper. area	Office freq.	Unit numbers
1. Memorial	Buffalo	155.295	520-529
2. LaSalle	Buffalo	155.280	530-550
3. Gold Cross	Buffalo/Tonawanda	115.160	570-589
4. Town's	Cheektowaga	47.54	551-569
5. Amherst Columbia	Amherst	155.175	590-599

Companies 1,2&3 operate in Buffalo. Emergency calls are routed from the 911 Center at Buffalo PD H.Q. to the city Ambualnce Dispatch and Inspection Center (ADI). All dispatching in the city is done through ADI. 4&5 operate in the suburbs and are dispatched on their "office" frequency.

Volunteer Fire Dept. Ambualnces are 800 series units. These units are dispatched on their appropriate county fire frequency. These units have EMS radios with F1 and F2 as noted below.

800 Lancaster	832 Jamison Rd.	863 Akron	881 Hillcrest
801 Lancaster	844 Town of	864 Millgrove	882 Windom
802 Lancaster	Tonawanda	865 Alden	883 Orchard Park
804 Grand Is.	845 E. Senaca	866 Newstead	884 Woodlawn
805 Eden	850 Reserve	867 Newstead	886 Scranton
806 Eden	852 Eggertsville	870 Vigilant	887 Newton-Abbott
810 N. Collins	853 Getzville	871 Chaffee	888 Armor
812 N. Collins	854 Williamsville	872 WAles Ctr	889 Hamburg
815 Boston	856 Swormsville	873 Marrila	890 Bigtree
816 Boston	857 Snyder	874 Elma	892 Lakeshore
819 Gowanda	859 Harris Hill	875 E. Aurora	893 Lake Erie Beach
820 Buffalo	860 Clarence Ctr	878 Holland	894 Highland
State Coll	861 Clarence	879 Colden	895 Evans Center

Frequencies Used:

F-1 155.340 Amb/hosp for suburban hospitals and Buffalo Mercy Hospital
F-2 155.325 Amb/Hosp for city hospitals
F-3 155.715 A.D.I. city dispatch
F-4 ******* various frequencies as noted above

Medical Emergency Radio System The M.E.R.S. and ADI operate out of a dispatch center in the Erie County Medical Center in Buffalo. M.E.R.S. Control coordinates radio traffic on all EMS frequencies.

155.340 KVZ743 amb/hosp frequency/Hospital Status reports
155.325 KVZ742 amb/hosp city units
155.715 WZU635 City Dispatch (replaces 155.220)
155.760 KWT667 County Civil Defense Base stations at all major county agencies and top county officials/paging

Paramedic Frequencies. Due to the proximity of Canada not all standard Med frequncies are in use.

Channel Designator	Hospital	Frequency
Med 1	Erie County Medical Center	463.000
Med 2	Kenmore Mercy Hospital	463.000
Med 5	Sheehan Memorial Hospital	463.100
Med 6	Columbus Hospital	463.125
General Med	Buffalo General Hospital	463.4875
Victory Med	Our Lady of Victiry hospital	463.5875
Mercy Med	Buffalo Mercy Hospital	463.6125
Med 9	M.E.R.S. Control gives clearance to a unit to operate on one of the above frequencies	

Mercy Flight rescue helicopter operates on these frequencies:
126.500 Buffalo Airport Approach
155.340/111.325/155.715/155.175-Niagara County EMS/ 55.370 inter agency police/ 45.88 statewide common fire frequency/46.38 Erie County Mutual Aid/155.280 LaSalle Amb. Co.

Hospital desigantors- The following are the base stations and tone access call designators of stations on the M.E.R.S. network.

Bertrum-Chaffee	641	KUH413	Lafayette	649	KVU984
Buffalo Fire Dept.	912	KVZ742	Lakeshore	721	KZE798
Buffalo General	643	KFR571	MERS Control	913	KVZ742/3
Buffalo Mercy	650	KVZ747	Millard Fillmore	651	KVZ748
Buffalo Police	911	KVZ742	Fillmore Suburban	652	KVD652
Children's	644	KVZ744	O.L.V. Hospital	653	KVZ749
Columbus	642	KDV979	St. Joseph	656	KGV703
Deaconess	645	KVZ745	Sisters of Charity	654	KVZ709
DeGraff	311	KZV382	V.A. Hosp. Bflo	655	KFD335
Erie Cty MED Ctr	646	KEJ281	Mercy Ambulatory Care Center	660	KVZ747
Sheehan	647	KLE910			
Sheriff's Dept.	915	KVZ742	Metro Rail Rapid Transit Control		KNBR723
Kenmore Mercy	648	KVZ746			
Buffalo Red Cross		KNIS952	Buffalo Intnl Airport		KNBR724

Fred also sends along Some info on the Erie County Sheriff's Department.

District	Municipalities Covered	District	Municipalities Covered
1	Grand Island	5	Evans,Eden, Brant, N. Collins
2	Clarence, Newstead, Lancaster, Alden		Collins, Cattaraugus Indian Reservation
3	Elma, Marilla Aurora Wales	7	Springville Village
4	Boston,Colden, Holland Concord, Sardinia	8	Alden Village

Units 50-54 Akron PD Units 55-59 Cattaraugus Indian Res. PD

F1 460.075 F2 460.450 F3 460.400 F-4 460.200

All channels are simulcast by one dispatcher. F3 is used separately during special events. F4 was formerly 460.400 simplexand may still be used for that purpose on portable radios 460.275 (cross-banded with 155.580 is the county-wide intersystem repeater. The sheriff's Department is apparently not yet on the system pending purchase of radios wiht greater channel capacity.

Joe M. Lewis (MD015) our Communications Profile Editor sends along some info on the Howard County, Maryland Fire Department.

The fire department is apparently composed of several different fire companies, only one of which appears to not be a volunteer company. The various companies are under the control of a County fire Administrator, and the department also appears to handle EMS calls as well as fire service calls. Joe didn't send any unit I.D. info, so if anyone has some I'd be happy to pass it on.

Fire Station #1
Elkridge Volunteer Fire Dept. Inc
6275 Old Washington Boulevard
Elkridge

Fire Station #2
Ellicott City Vol. Fireman's Assoc.
8390 Main St.
Ellicott City

Fire Station #3
West Friendship Vol. Firemans Assoc.
12460 Frederick Rd
West Friendship

Fire Station #4
Lisbon Volunteer Fire Company
1330 Route 94
Lisbon

Fire Station #5
Fifth District Vol. Fire Dept.
12335 Clarkesville Pike
Clarkesville

Fire Station #6
Savage Volunteer Fire Company
8925 Lincoln St
Savage

Fire Station #7
Howard County Fire Department
5815 Banneker Rd
Columbia

Fire Statieon #8
Ellicott City Vol. Fireman's Assoc.
9601 Route 99
Ellicott City

Fire Station #9
Savage Volunteer Fire Company
5950 Tamar Drive
Columbia

Fire Station #10
Savage Volunteer Fire Company
10155 Old Columbia Rd
Columbia

Thank you Joe. Let's hear from some more of our Maryland readers.

Carl J. Gerosa III sends us a list of Environmental Conservation and Highway Maintenance frequencies from various states in the area.

Frequency	Uses
44.68	Connecticut KCA442 "C.O." Hammonasset S.P./Mohawk Mountain S.P/Rocky Neck S.P./Sherwood Island S.P. Temp. Base
31.50	MA Dept Environ. Mngmnt. Fish and Game Pol. mobiles
151.145R	MA Dept of Environ. Mngmnt. F2 Car to Car
151.205	MA Dept of Environ. Mngmnt. Freetown/mobiles (F1 statewide)
151.235	MA Dept of Environ. Mngmnt. Fall River/Freetown (F3 regional)
151.310	MA Dept of Envrion. Mngmnt. Borderland S.P.-Easton/Fall River/Holbrook/Middleboro/Rehobeth/mobiles (F4 regional)
44.68	Passaic County NJ Parks Commision KSZ829
159.24	NJ Division of Parks and Forestry-Milton Fire Tower KGS-80
159.30	NJ Division of Parks and Forestry-Trenton
151.205	NYC Dept. of Parks and Rec. Manhattan Enforcement Rptr "Central"/ "Bronx Mansion" Bases
151.295	NYC Dept. of Parks and Rec.-Bronx/Cunningham/Mansion/Zoo Garages
159.330	NYC Dept. of Parks and Rec.-Flushing Meadows Garage
471.4125	NYC Dept. of Environ. Prot. Div. of Air Quality KWF680
44.72	NY Forestry Long Island
44.96	NY Parks into 151.400
151.445	NY Parks Rptr.-"City"/Pocantico" Bases
159.225	NY En. Con. Police-New Paltz Region 3 HQ/NYC/Stony Brook Region 1/White Plains Region 3
151.400	Hempstead Dept. of Cons and Waterways East Meadow
33.02	Quincy MA Public Works/Hifhway/Water and Sewer
33.06	Taunton MA Highway Dept
45.68	Randolph MA
45.76	Foxboro MA
47.14	Comm of MA DPW District 5/District 8
47.28	Comm of MA DPW District 8-Boston/Middleboro
47.36	Comm of MA DPW District 4 Arlington/Taunton Dist. 6/ District 3 Worcester/Wellsley Garage

151.01	New Bedford
151.025	Stoughton DPW/Highway/sanitation
151.055	Brookline/Weymouth
156.105	Swansea
156.225	Fall River Highway/City Hall- West Bridgewater
159.18	MA Turnpike maintenance Rptr.
453.875	Canton
33.10	NYC KNCN363
37.92	Buchanan Hwy Garage atDeer Park
37.94	Palisades Interstate Park Comm.-Bear Mountain
37.96	Eastchester
45.76	Yonkers
45.80	Suffolk County NY Roads
47.14	NJ DOT
47.26	NJ DOT
47.22	NY DOT Div. of Operations and Maintenance
47.32	NY DOT Division of Parkway Maintenance various locations
47.34	NY DOT
47.40	NY DOT
151.025	Middlesex County NJ Rptr.
151.055	Morris County NJ @ Morristown/Randolph NJ
151.085	Islip NY F2
151.13	Jersey City NJ Dept of Traffic
154.995	Westchester Co. NY DPW
156.135	Rye Ny
156.24	Irvington NJ
159.195	East Hudson Parkway Authority New Rochelle
453.150	Nassua County NY East Rockaway
453.425	NY Thruway Authority Maint/Troop T NYC to New Paltz
453.850	Nassau Coutny Snow Removal

Thank you Carl. Next month we'll have some more information from Carl but we've about run out of space for this month. Well that's it for this month until next time remember, if you want to see information from your area send it in so I can print it.

Just as I was about to put this in the mail I recieved a copy of the Erie County Medical Emergency Radio System (Mers) plan. This is the system outlined in this column by Warren Silverman. This plan includes things like radio procedures,disater protocols,and operating instructions. Most importantly for us it includes a list of Callsigns and frequencies for the system. Most of these are included in Warrwn's piece but there are a few addtions, so I have added the new additions here at the end of the column. And here they are.

Additional Frequencies

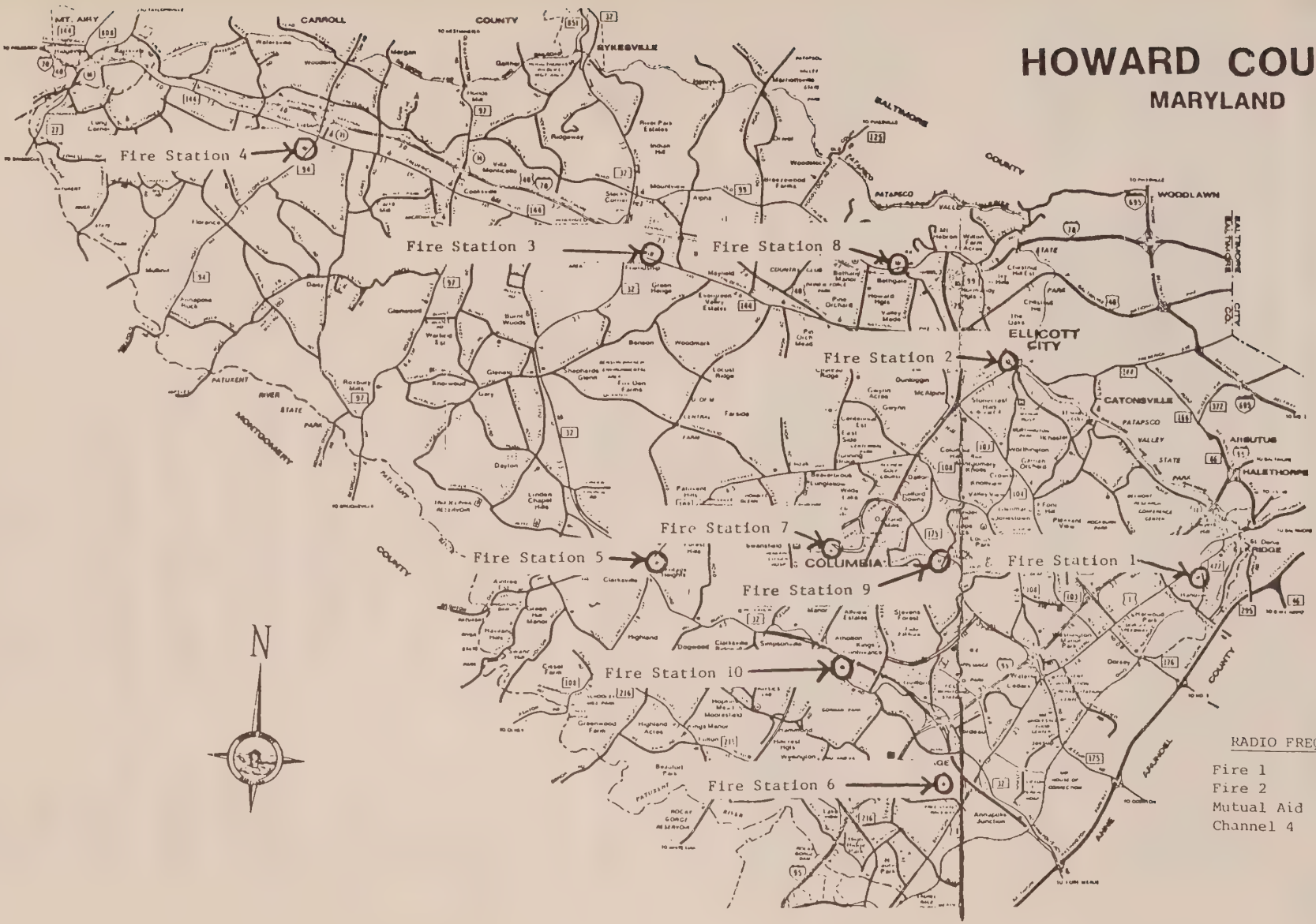
Buffalo St. College	155.175	Proffesional Amb. Ser.	45.92
Lancaster Amb. Ser.	155.160	Twin Cities Amb. Ser.	464.175
Memorial Amb. Ser,	155.295	Tri-Community	155.220
Mercy Flight Heli.	155.280	Boston Emergency Sqd.	155.880
		Niagara County	155.175

Additional Ambulance Numbers

803	Lancaster	862	Ellicott
805-809	Professional (Niagara Cty)	868	Bowmansville
810-812	N. Collins Emerg. Sqd.	869	Main-Transit
818	Gowanda Emerg. Sqd.	876	West Falls
821	Buffalo St Coll.	877	S Wales
823-824	Baird Pt. (SUNY at Buff.)	880	Blossom
825-826	Amherst Police	885	Blasdell
847	Tonawanda Paramedics	891	Lakeview
849	Springbrook	897	Cattaraugus
851	N. Baily	898	Angola
855	Transit	899	Caffee-Mem.
858	N. Amherst	223-230	Twin Cities

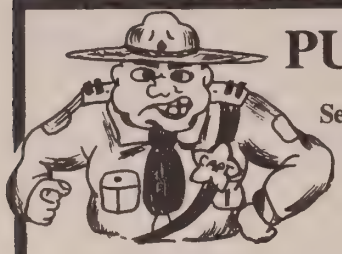
Twin Cities and Professional are Paid Services all others are volunteer. My profound thanks to Paul Savini (NY-332) for sending me the copy of the plan.

HOWARD COUNTY
MARYLAND



RADIO FREQUENCIES

Fire 1	154.250
Fire 2	154.220
Mutual Aid	154.280
Channel 4	155.115



PUBLIC SAFETY—SOUTH EAST

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Florida, Georgia, N. Carolina, S. Carolina, W. Virginia and Virginia:

Jorge L. Rodriguez, 1129 Castile, Coral Gables, FL 33134

Hello and welcome to the Southeast Public Safety column for September! This month true to our title we will have something for each state in the Southeast Region (ALMOST). Most of the frequencies are from F.C.C. microfiche and therefore the actual usage of each frequency is undetermined. If your within listening range of some of the areas listed and monitor activity which you can identify please send in your comments for the benefit of other readers.

Also this month don't miss Capt. Bill Mauldins comments on associate editors for Public Safety Southeast in **From the Captain's DESK.**

Florida

From Scott FL-033

The Coral Springs Police Department has left 470.4125 and is now using a new 800 MHz. system. Dispatch is being done on 853.2875 F1 and F3 855.9125 is being used for car-to-car and teletype operations. So far these are the only two channels in use although the radios, STX's, have the capacity for many more. Supposedly one channel is being set aside for future use for mobile terminals in the vehicles.

Coral Springs Fire has remained on 470.4375 and Public Works has likewise remained on 158.760.

Coral Springs Police Department continues to dispatch Parkland's Police units. They identify as the "3" units for example 3 alpha 38; 3 delta 31.

Update: Scott reports hear the Coral Springs Public Works Department on 470.4125 the old Police Dispatch channel.

Listener's Profile for NW Broward County, Florida

460.050	Ft. Lauderdale North (F1), Wilton Manors, Lauderdale By The Sea -Police Dispatch
460.100	Ft. Lauderdale Central (F2)
460.125	Ft. Lauderdale South (F3) This cover the famous "strip" area of the Ft. Lauderdale Beach
855.9875	Sunrise Police Dispatch
855.9625	Sunrise Police Car-to-car
855.4875	Sunrise Police F3
860.2625	Plantation Police Dispatch
859.2625	Plantation Police F2
453.775	Sunrise Fire Dispatch
453.900	Sunrise Fire F3 Car-to-car
451.625	Sunrise Public Works Department-Dispatch
154.445	Plantation Volunteer Fire Dept. Dispatch
154.890	Tamarac, CDC North - Dispatch
154.860	CDC Central - Districts #2,4,& 6
154.800	CDC South - Davie,Pembroke Pines, Cooper City, and Miramar

154.385	Miarmar Fire	
154.190	Pembroke Pines Fire	
154.710	Broward Sheriff's Office	F1
154.740		F2
154.950		F3
155.130		F4
155.070		F5

Georgia

460.025	Atlanta Police
460.075	Atlanta Police
460.150	Atlanta Police
460.200	Atlanta Police
460.300	Atlanta Police
460.350	Atlanta Police
460.425	Atlanta Police
460.470	Atlanta Police
460.525	Atlanta Police
460.550	Atlanta Police

North Carolina

154.190	Wake County Fire
154.295	Wake County Fire
154.370	Raleigh Fire
153.890	Raleigh Fire (same as 1st frequency)
154.235	Cary Fire/Cary Rescue
155.880	City of Raleigh Water and Sewer
460.150	Raleigh Police
460.225	Raleigh Police Detectives
460.250	Raleigh Police Dispatch
460.350	Raleigh Police Information
460.500	Raleigh Police Inter. Dept. County Channel
155.610	NCSU Security
155.790	State Capitol Police
158.775	State Fairgrounds Security

South Carolina

Fort Mill, S.C. - Home of Heritage USA and the PTL Ministry

039.100	Town of Ft. Mill	PL
153.965	Town of Ft. Mill	PL
154.400	Pleasant Valley Fire	PF
154.725	Town of Ft. Mill	PP
154.830	Town of Ft. MIll	PP
156.000	Town of Ft. Mill	PP
155.220	Tega Cay Volunteer Fire	PS
155.535	Town of Ft. MIll	PP
156.000	Town of Ft. Mill	PL
156.150	Town of Ft. Mill	PP

PP=Police PF=Fire PL=local Government PS=Public Safety/CD

PUBLIC SAFETY—GREAT LAKES

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows—Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

David Wilcox, 1711 Excalibur Drive, Janesville, WI 53545

From Illinois we have a contribution from **John (IL-12)** titled Illinois state police news.

Members of the RCMA Chicago chapter recently toured Dist. 4 headquarters at Crestwood, and several interesting items came to light.

1. Dist. 4 has dispatch responsibility for the recently commissioned ISP marine unit assigned to patrol offshore waters of lake Michigan. The boat having the call sign "MP 50" (Marine patrol) is equipped with the usual marine equipment (Radio, Radar & Loran) plus a Chicago P.D. UHF radio. ISP dispatch is via the high band channels (154.680"HF2", 155.460"HF4" or "channel 7" and 155.475"NLEEF-ISPERN") only, no low band radio present. Six troopers plus a sergeant (using A-unit call signs) make up the marine detail.
2. Three identical consoles are present in the radio room. One of the consoles is primarily dedicated for use by Chicago Expressway units (on 42.66). The second console is primarily dedicated for high band use (154.680"HF2", 155.370"Point", 155.460"HF4" or "channel 7", 155.475"NLEEF-ISPERN", and the "MERCI pair" of 155.460 transmit - 155.340 receive). The third console is primarily for Low band use (42.34"LF1" and 42.50 statewide "LF2"). Receive only capability for 155.055"HF3" or "IREACH" is also present. Any capability for DCI & MEG units etc. on 154.905 has been removed. DCI, MEG, ect. traffic on 154.905 goes thru Zone 3 radio up at Des Plaines and/or Dist 3 radio in Chicago. Any radio traffic on freqs. "Allocated" for Secretary of State use, such as 39.80, 42.76, 151.445, 159.375, Ect. also goes thru Dist 3 radio.
3. The dist. also has communications capability with the Chicago P.D. via a "mobile" computer terminal. (this uses the Chicago P.D. 820 and 865 MHZ data channels).
4. Construction arrangements for new Dist. 22 at Ullin (far southern part of the state) have begun. This new site will replace the present "13A" sub-district at Cairo. Completion will take a bit less than two years as this goes to print. (A phone call to a fellow club member down in southern Il. did confirm what was heard during the tour.
5. There will be a new Dist 23 formed to cover patrol of the Chicago Expressways. (When Dist. 23 comes on line, units from Dist. 3 and Dist. 4 "permanently" assigned to expressway details will transfer to the new Dist. 23). The headquarters site has not been determined yet. Educated guesses as to transmitter sites; North site probably at the present Dist 3 (shared with IDOT), Central site definitely at the Univ. of Il. Chicago Circle Campus, and the south site definitely at Chicago P.D. Grand crossing station. An educated guess is that 42.90 will be the dispatch freq. The Jan 1987 FCC microfiche shows WNGT257 at the "Central Site" and WNGT258 at the "South site", both Licenses show a base plus 200 mobiles on 42.90. WNGT257 shows Dist. 3 as the control point. While WGT258 shows Dist. 4 as the control point, these can be changed, once the permanent site goes on line. Sometime back, The Chicago Tribune published a report stating that ISP would have a facility just for expressway purposes. (our tour host stated that 3 dispatch consoles are to be built in the state radio lab by year end, and are to be delivered to Dist. 3, Dist. 4, or Dist. 23, he was totally unaware of the new license data, though.)
6. Patrol responsibility for Lake Co. may transfer from Dist. 2 to Dist. 3. Reports of a proposed site for ISP in the Hoffman Estates area were confirmed. Should such a proposal come thru, the north remote transmitter would be at Gurnee and the south remote transmitter would most likely be at the "old" Dist. 3 headquarters shared with IDOT, such a proposal would conform with other state law enforcement agencies. (Secretary of State's police in Lake Co. Are already being dispatched from Dist. 3. DCI and MEG units in Lake Co. are being dispatched from Zone 3 and/or Dist.3)

This report was compiled and written by **John (IL-12)**, "help" from

the other members in attendance at the tour, especially **Jeff (IL-64)**, plus some information from **Chuck (IL-141)**. Jeff was responsible for arranging the tour, so thanks go out to him plus the tour host Mr. SIM (Supervisor of communications services for the Dist. Known as "R-4" on the airwaves).
Thanks John and all those that helped for a great report.

For something a little different, from **Marshall (CANA-128)** we have a list of Indiana highway patrol on 42.22, that Marshall has copied from his home in Smiths Falls, Ontario. This list is the results of close to three years of monitoring using a Bearcat 250.

Indianapolis	KIA472	Lafayette	KSA764
Evansville	KSC804	Putnumville	KSA838
Jasper	KSA449	Peru	KSB627
South Bend	KSA839	Braddock	KSA807
Seymour	KSA771	Lowell	KSG884
Fort Wayne	KSG813	Connorsville	KSA837
Terre Haute	KSA807	Pendleton	KSA461
Bloomington	KSC706	RedKey	KSE296

To finish out this months column I'll be printing some of the results of the RCMA LISTENER'S PROFILE, that was printed in the June newsletter.

Listening area: Toledo Ohio

33.740	Lucas Co. Fire
45.020	OSP F3 Air Radar
45.100	OSP F4
45.260	OSP Cars
44.940	OSP Posts
154.935	Ohio LEERN
155.685	Ohio Turnpike Patrol
155.790	Ohio Turnpike Patrol
158.985	Ohio Turnpike Maint.
159.165	Ohio Turnpike Maint.
156.090	Ohio Turnpike Toll Plaza Gates/ Maint.Supervisors
465.525	OSP MVR'S Turnpike Patrol (155.685 & 155.790)
465.550	OSP MVR'S Northern Ohio (45.26 & 44.94)
45.220	Toledo mental health center
47.220	ODOT Ch. A
47.340	ODOT Ch. B
118.100	Tol. EXP. APT. Tower
118.750	AITS (Weather)
123.050	Life & Flight Heliport
172.925/172.125	FAA Maint.
155.775/173.3125	Airport PD/Maint
150.995/156.045	Toledo Div. of STR Bridges & Harbor
155.340	REMNSO Hear
161.825	Ch 84 Oregon Ship/Shore
161.850	Ch 25 Toledo Ship/Shore
161.975	Ch 87 Oregon Ship/Shore
162.550	NOAA Weather Toledo
154.190/153.950	Toledo Fire
460.200	Toledo Police Dept Ch 1 North
460.275	Toledo Police Dept Ch 2 South
460.300	Toledo Police Dept Ch 5 Data
460.350	Toledo Police Dept Ch 3 Detectives
460.400	Toledo Police Dept Ch 4 Alternate
462.950/467.950	Med 9 REMSO & Life Flight
462.975/467.975	Med 10 REMSO & Life Flight

Listening area: Detroit Metro (MI-176)

154.430	Fire Oakland County
155.730	West Bloomfield Police
155.415	West Bloomfield Police
155.745	West Bloomfield Police
460.100	West Bloomfield Police
155.235	Oakland
158.880	Pontiac Police
155.190	Pontiac Police
155.920	Pontiac Police
155.370	Pontiac Police
154.860	Pontiac Police

154.980	Pontiac Police
155.160	EMS-Fire
155.280	EMS-Fire
153.920	Oakland Co. Sheriff
162.550	Weather

Listening area: North Shore Suburbs of Chicago BOB (IL-269)

154.445	Red Center - Glenview, Morton Grove, Northbrook, Niles, Wheeling FPD
154.265	NIFERN, MABAS (Fire Mutual aid)
155.400	Ambulance to Hospital
470.7125	NORCOMM - Glenview, Niles, Morton Grove Police
470.9625	APRIN - (Norcomm police mutual aid)
470.3375	Repeater talk-around (Norcomm)
155.250	Police F2 Wilmette, Glencoe, Glenview, Northfield, Winnetka
155.880	Police F3 Public Works; Morton Grove, Glenview
155.595	Cook County police North (Sheriff)
155.475	ISPERN
155.370	Point to Point
154.160	Northfield Fire
151.025	Northfield and Maine TWSP. PW
155.025	E.S.M.A.R.N., IREACH
42.500	State of Illinois Civil Defense
45.440	Illinois ESDA
45.360	Chicago ESDA #1
45.560	Chicago ESDA #2 L.E.S.I.R.N.
147.060	Ham radio severe weather spotting
126.200	Glenview naval air station tower (GNAS)
140.025	GNAS Security
140.100	GNAS Fire
121.850	GNAS Ground Control
126.950	GNAS Approach control (IFR)
119.900	Palwaukee Municipal airport

Till Next Month

Dave

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to:

George N. Hoggatt, 17473 E. 16th Dr, Aurora, CO 80011

Not too much for this month, everybody must be on vacation. We have been busy with bad weather this spring. Lots of funnel clouds and tornadoes but no damage or injuries. But it has kept us hopping.

COLORADO

For those traveling on Interstate 70 through Glenwood Canyon, while you are waiting for your turn in the one way construction areas you

can get some idea of how long the wait will be bye listening to the pilot cars on 151.835.

WASHINGTON

Darrell WA-080 needs information on search and rescue, game and fish departments, aerial fire fighting and similar for the Cascade Mountains. He has tried the Contact/Info column without results. Can anyone out there help? Send it to me and I will print it here and/or send it to Darrell through the address in the front of the magazine.

453.400 Police/Sheriff Skagit Co./Island Co. Primary dispatch

Union - Skagit County Sheriff
  Union 1 Sheriff
  Union 2 Undersheriff
  Union 3 Chief Criminal Deputy
  Union 4 Chief Civil Deputy
Victor - Island County Sheriff
XRay - Mt. Vernon Police
Henry - Burlington Police
George - Sedro Woolley Police
David - Anacortes Police
Nora - Concrete Police
King - La Conner Police
Ocean - Oak Harbor Police
Zebra - Skagit County Cooperative Tribal Police
J.C. - Cascade Job Corps Security

453.625 Mt. Vernon Police
154.085 Burlington Police/city government
475.000 Sedro Woolley Police
453.650 LaConner Police
155.730 Skagit County Sheriff
155.310 Skagit County Sheriff
155.505 Washington State Patrol Skagit County
155.970 Washington State Patrol/Fish and Game
155.370 Washington State Patrol intersystem
155.475 NLEEC
154.770 Washington State Patrol statewide
154.430 Skagit County Fire Dispatch
154.265 Skagit County Fire secondary
154.235 Mt. Vernon Fire
151.055 Skagit County Road Department
 47.020 Washington Department of Highways
 45.200 Washington Civil Defense
151.235 Department of Natural Resources
159.240 Department of Natural Resources
153.125 Skagit County Logging/Forest Commission
153.365 Skagit County Logging/Forest Commission
153.095 Skagit County Logging/Forest Commission
154.100 Mt. Vernon flood control
 47.460 Mt. Vernon/Seattle Mountain Rescue
 44.880 Washington Game Department

That's all folks. Send those frequencies you heard on vacation. Don't be afraid of duplicating somebody else, or worry about it being important. All frequencies are important.

PUBLIC SAFETY—CALIFORNIA

Editors: Mike Lussier, ID-001, and Dan Figueroa, CA-LA-359
P.O. Box 3962, Santa Fe Springs, CA 90670-1962

Welcome to the September 1987 PS-CA column. The magic number is now 3, and counting. And from the Editors' Desktop, we would like to announce that the mailbox is overflowing with input, espically from the Central and Northern areas. Although we try to acknowledge all input received with a card or letter, we ask for your patience if you don't see your input in print immediately. Sooner or later, we'll get to it. So let's clear the frequency of routine traffic...

Clearing the OTH wire input from the past months: In a follow up article, SBSO's new MDH-500E helicopters are now in service. These blue choppers have replaced the red Hughes 500D's over the skies of San Bernardino County. Additional equipment include a 20 million candlepower spotlight (a reported 6 times brighter than the previous spotlight). SBSO will soon be placing into service 2 Bell 206 Long Rangers (for desert and mountain service) to bring the Aviation Division fleet back up to 8 copters. The Long Rangers will also be equipped with special devices to cut power lines and other wires.

The CDF/Riverside County Fire Department has begun hiring extra seasonal personnel for this fire season. Much of Riverside County is brush country, and with the Santa Ana winds that whip through, small fires can become big blazes in a hurry. Also pictured next to this article, is a Riverside PD (yes, PD) helicopter doing a "water drop" while firefighters are working on the ground below. (Wish we could have printed the picture).

During the summer, San Bernardino County's Emergency Communications Center will be in operation. SBSO will move its dispatch operation & 911 system into this center from its current locale in the County Courthouse building. The county government commo center will also move from its present county library headquarters to this center. The Communications Center is located near Rialto Municipal Airport.

The CHP announced that 4 radar-equipped units will be patrolling the Angeles National Forest, during the summer. Citing an increase in excessive speed related accidents, the CHP will patrol 4 main highways: Angeles Crest Hwy; Angeles Forest Hwy; Big Tujunga Canyon Rd; and Upper Big Tujunga Canyon Rd. Data results will be used to help implement CHP radar on a statewide basis.

And finally, Emergency Call Boxes will be appearing on Orange County freeways in the future. Funding for the reported $37 million project will be from a $1 increase in vehicle registration fees. According to the press release, these Call Boxes will be using "state-of-the-art cellular telephone technology" in place of hardwire telephone lines (as in the LA County Call Box system). Target date for operation is said to be late 1989.

From CLIFF [CAAL-029]: Our Business West Editor advises that San Joaquin County's first air ambulance company has taken to the skies. The air-med service will be operating out of St. Joseph's Medical Center (in Stockton), and will primarily cover San Joaquin & Calaveras Counties, with Memorial Medical Center's "Medi-Flight" air service. Current plans call for dispatching of the new air service by Memorial

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Med Center. The new air-med will operate 12 hours a day, Monday thru Friday, with expansion of 24 hour, 7 day a week service to be within 1 year. Cliff requests anyone with freq info on this new air service to send it in. [EDITORS' NOTE: See LaVerne's input below re: St. Joseph's Medical Center]. Cliff reports that CAL-STAR & LIFE FLIGHT are the 2 other air-med services in the area and can be found on the following freqs: 852.2875, 853.7875, 854.0125, and 854.0625 Mhz.

Cliff has also included the radio ID's for tow rigs on all Bay Area Bridges (except for GGB) and are found on 453.850 Mhz & 453.950 Mhz:

971 Carquinez Bridge
972 Benecia Bridge
981 Dumbarton Bridge
911 Richmond / S.R.
504 San Mateo Bridge ("Small P/U with overhead red lites")
201-208 Bay Bridge (Large tow rigs)
209-213 Bay Bridge (Small tow rigs) ("Bridge svc commute hours only")
220-235 Bay Bridge (Supervisors)
951-952 San Mateo Bridge

From LAVERNE [CASJ-015]: More freq info from the Stockton & San Joaquin area:

460.250 Stockton PD Ch 1
460.075 Stockton PD Ch 2
460.400 Stockton PD Ch 3
460.200 Stockton PD Ch 4 (also Animal Control)
42.560 CHP Stockton
42.460 CHP Stockton
42.520 CHP Tracy
42.340 CHP Statewide "Blue"
39.900 CHP Inter-Office
155.505 State Police
154.695 State Police
155.370 Tracy PD
460.125 San Joaquin SO Ch 1
460.350 San Joaquin SO Records
460.225 San Joaquin SO Garage
460.475 San Joaquin SO Civil
460.100 San Joaquin SO Detectives
453.325 San Joaquin SO Detention
453.600 San Joaquin SO Honor Farm
453.375 San Joaquin SO Utility (W)
453.650 San Joaquin SO Utility (E)
460.300 Lodi PD
154.785 Lodi PD
154.755 Manteca PD
159.150 Manteca PD

39.140	DVI Tracy
39.180	DVI Tracy
155.445	State Police (Tracy)
460.025	State Police (Stockton)
460.450	State Police (Stockton)
453.575	Vacaville PD
460.375	Modesto PD
460.625	Stockton FD Ch 1 (also Paramedics)
460.575	Stockton FD Ch 2
460.525	Stockton FD Ch 3
460.600	Stockton FD Ch 4
154.010	Lodi FD
153.950	Manteca FD
453.800	Yolo Co FD
154.900	Woodbridge FD
154.280	Woodbridge FD
453.150	Stockton Paramedics
155.160	Stockton Ambulance
155.625	Stockton A-1 Ambulance
155.160	Delta Ambulance
155.220	St. Joseph's Hospital
453.075	St. Joseph's Hospital
155.220	American Ambulance
463.000	MED 1
463.025	MED 2
463.050	MED 3
463.075	MED 4 (Mercy San Juan)
463.100	MED 5
463.125	MED 6
463.150	MED 7
463.175	MED 8
462.950	MED 9 Dispatch 1
462.975	MED 10 Dispatch 2

153.950	Manteca PD
460.325	Sacramento PD
460.425	Sacramento PD
460.500	Sacramento PD
453.250	Sacramento PD
155.370	Ripon PD Ch 1
154.755	Ripon PD Ch 2
154.130	San Joaquin Co FD Ch 1
154.135	San Joaquin Co FD Ch 2
154.070	San Joaquin Co FD Ch 3
154.280	CA "White" Mutual Aid
154.190	Galt FD
154.280	Galt FD
154.310	Tracy FD
154.070	Tracy FD
155.400	San Joaquin Co Paramedics
155.340	San Joaquin Co Medical Net
155.025	San Joaquin Co Hospital
155.205	Lodi Ambulance
155.280	Lodi Hospital
463.175	Lodi Memorial Hospital
463.175	Dameron Hospital
463.150	Dameron Hospital
155.220	All City Ambulance
462.950	Alpine/San Joaquin Co EMS
462.975	Alpine/San Joaquin Co EMS
463.175	Alpine/San Joaquin Co EMS
463.175	Tracy Community Hospital
453.125	Doctors Med Center Modesto
453.025	Kaiser Hospital Sacramento
154.300	Escalon FD
159.150	Escalon PD

LaVerne also has included some unusual codes used by Stockton PD. Although Stockton PD uses the same Ten and 900 series as most PD's, here are some 700 series, and different "Code" radio signals:

700	Time check
711	Report to firing range
715	City photographer needed
717	City fingerprinter needed
721	Contact County hospital
723	Mens Jail
724	Honor Farm
725	Womens Jail
728	Lodi Police Dept
729	Tracy Police Dept
730	Manteca Police Dept
731	Ripon Police Dept
732	Escalon Police Dept
733	District Attorney's Office

CODE 6	Major Fire
CODE 10	Urgent call pending...No units available
CODE 12	Use of more than 1 radio channel for dispatch
CQDE 15	Patrol assigned area and advise damage extent
CODE 16	Disaster council now in command
CODE 17	SWAT Call up
CODE 17Z	Officer hostage
CODE 13-10	AIR RAID WARNING YELLOW
CODE 13-20	AIR RAID WARNING RED
CODE 13-30	AIR RAID WARNING WHITE

From ROBERT [CASC-043]: The Editor of the "Government Radio Systems" publication has sent a revised list of San Francisco PD radio unit identifiers. A "*" indicates a new identifier:

San Francisco Police Department KMA438

45.100	F-1 Dispatch (3G, 3H, 3I)
45.140	F-2 Dispatch (3C, 3D)
45.580	F-3 Dispatch (3A, 3B)
45.460	F-4 Dispatch (3E, 3F)
45.300	F-5 Car-to-car

460.225	HT for F-1 Dispatch
460.125	HT for F-2 Dispatch
460.500	HT for F-3 Dispatch
460.075	HT for F-4 Dispatch/CW 2
460.350	Citywide 1
460.450	Citywide 3

Field Operations (Stations)	Assignments
3A Central Station	1- 20 Radio Car Assignments
3B Southern Station	21 Community Relations Ofcr*
3C Potrero Station	22 Equipment Officer*
3D Mission Station	23 Permit Officer*

3E Northern Station
3F Park Station
3G Richmond Station
3H Ingleside Station
3I Taraval Station
3K Candlestick Park Unit
3L Litter Patrol Unit
3M Muni Transit Police
3N Metropolitan HQ*
3O Golden Gate Division HQ*
3P Special Operations HQ*
3R Operations Center*
3S Patrol Bureau Task Force (PBTF)*
3T Tactical Company
  60-69 Hostage Negotiations
  80-89 Explosive Disposal (EOD)
  90-99 Canine Unit
3U Command Duty Officer*
3X Field Operations Bureau HQ*
3Z Housing Police Division*

24 Special Events Officer*
26 Subpeona Officer*
27- 29 School Patrol Unit
30- 32 Wagons
35- 36 Burglary Investigations
37- 39 Robbery Investigations
40- 54 Foot Patrol Beats
55- 59 Field Evidence Techs
60- 64 3/W Motors (Sworn)
65- 69 3/W Motors (Civilian)
70- 79 Advance or Spotter Teams
80- 89 Patrol Special Officer
90- 99 Tactical Deployment Squad
  100 Sergeants
  200 Lieutenants
  300 Captain
  400 Commander
  500 Deputy Chief
  600 Chief Of Police
  700 SF City Mayor

Administrative Bureau

1B Police Commission
1C Coroner
1D District Attorney
1F Fiscal Section*
1G Police Garage*
1H Ambulance
1I Management Control Div
1K Office Of Emergency Svcs
1K60 Mobile Communications
1L Legal Office
1M700 Mayor*
1N Intellegence Division*
1O Citizen Complaints*
1P Personnel Division*
1Q State Parole*
1R Community Services
1T Academy & Range
1U City College Campus Police*
1V Planning Division
1X Admin Bureau HQ*
1X1-101 Public Affairs Office*
1X600 Chief Of Police*
1Y Sheriff Fugitive Section*

Technical Services Bureau

2A Criminal Info Bureau
2C Criminalistics & Crime Lab
2D Property Control
2D20 Property Control (Truck)
2F Records Office
2G General Office*
2I Identification Section
2L Crime Scene Investigations*
2P Photo Lab*
2R Communications Division
2T Psychiatric Liaison Unit*
2U Info Systems Management Div
2W Warrants Section
2X TSB Bureau HQ*

Traffic Bureau

4A Traffic Admin*
4B Enforcement/Investigations
4B10-19 Central Station Traffic
4B20-29 Southern Station Traffic
4B30-39 Potrero Station Traffic
4B40-49 Mission Station Traffic
4B50-59 Northern Station Traffic
4B60-69 Park Station Traffic
4B70-79 Richmond Station Traffic
4B80-89 Ingleside Station Traffic
4B90-99 Taraval Station Traffic
4C Accident Investigation
4E Parking/Traffic Control
4F Fixed Post Traffic Control
4G Parking Control (Civilian)
4H Parking Control (Civilian)
4J Parking Control (Civilian)
4K Enforcement (Same as 4B)
4M Special Detail (Motors)

Investigations Bureau

5A General Investigations
5B Hit and Run Section
5C Auto Section
5D Burglary Section
5E Fencing Section
5F Fraud Section
5G General Work Section
5H Homicide Section
5I Sexual Assault Section
5J Robbery Section
5N Narcotics Section
5S Tactical Investigations
5T Juvenile Division
5V Vice Crimes Section
5X Investigations Bureau HQ*

From CAPT. BILL [FL-137]: Our General Editor has forwarded several listener profiles from our state. Over the next few months, we'll try

to present these profiles as part of the regular column, as space allows. We present 2 combined profiles from the Oakland area. This list is a bit shorter than the 34 freqs requested, due to duplication and several "sensative" Fed freqs:

	FREQUENCY	USAGE
1.	156.090	Oakland PD F-1 East Dispatch
2.	155.790	Oakland PD F-2 North & West Dispatch
3.	155.850	Oakland PD F-3 Tactical/Info
4.	154.920	Oakland PD F-4 Car-to-car (CLEMARS)
5.	158.730	Oakland PD Vice
6.	153.785	Oakland FD Main Channel
7.	154.355	Oakland FD Secondary Channel
8.	155.955	Alameda County (Local government)
9.	155.610	Piedmont PD Main Channel
10.	154.070	Piedmont FD Main Channel
11.	154.280	Piedmont FD Secondary Channel (Statewide Mutual Aid)
12.	161.550	Southern Pacific RR (Road Channel)
13.	161.400	Southern Pacific RR (RR Police)
14.	160.350	Southern Pacific RR (Carmen)
15.	161.100	Southern Pacific RR (Switchers)
16.	160.410	BART Dispatcher (Light Rail Transit)
17.	453.150	BART (Transit Police)
18.	490.6125	AC Transit (Buses)
19.	152.360	Yellow Cab (157.620 M)
20.	152.420	Goodwill Cab (157.680 M)
21.	35.080	Coca-Cola (Machine repairmen)
22.	484.1625	Salvation Army (ID'd as "Red Shield")
23.	142.825	Naval Supply Center Oakland (Security)
24.	149.775	Oakland Army Base (Operations/Private Security)
25.	149.725	Oakland Army Base (Phone patch - CG, OAB)
26.	145.290	Ham repeater
27.	146.640	Ham repeater

Stand by for a "Statewide" broadcast, special attention LA County: As we send to press (07-07-87), LASO Walnut #29 car plan assignments are now in effect. San Dimas Station #8 is scheduled to be "downgraded" to a sub-station (no jail facilities, limited operations, etc.) and units previously assigned to SDM will now be assigned to Walnut. In addition, 3 areas of Industry Station #14, are now assigned to Walnut. LASO/WAL is scheduled to be one of the first to convert to the 482 Mhz band, and temporarily, will be dispatched on F-31. Units 291, 292 & 293 are dispatched on F-11, with LASO/IDT. Here is the car plan assignment for both Industry and Walnut Stations:

WAL-29 F-31 (39.620 B/39.280 M)	IDT-14 F-11 (39.940 B/39.460 M)
291 (Ci) Walnut (ex-IDT 145)	141 (Ci) City of Industry
292 (Co) Diamond Bar (ex-IDT 149)	142 (Co) West Valinda
293 (Co) Rowland Hts (ex-IDT 148)	143 (Ci) La Puente
294 (Co) Glendora County	144 (Co) East Valinda
295 (Ci) San Dimas (ex-SDM 81)	145 (Ci) La Habra Hts (ex-147B)
296 (Co) Covina County (ex-SDM 84)	146 (Co) Bassett
297 (Co) La Verne/Claremont County	147 (Co) Hacienda Heights
298 (Co) Angeles NF (ex-SDM 88)	

Ci = contract city with LASO Co = unincorporated county area
"ex- " = former unit designation of San Dimas or Industry Station

That's all we could cram this month. Until next time: "The frequency is now clear for routine traffic:.."

RAILROADS

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

Hello again! One of your Railroads co-editors (Bill) just returned from a three-week trip to Canada by special passenger train. It originated in Superior, Wisconsin (Pokegama Yard) on the Duluth, Winnipeg & Pacific and entered Canada at Fort Frances, Ontario. It continued on CN Rail via Winnipeg and Edmonton to Hay River, N.W.T., the farthest north one can travel on the contiguous railway system of North America. The train then made a side trip to Jasper over the Alberta Resources Railway (operated by CN using radio channels 6 and 7), and ended up at Vancouver by traveling over the British Columbia Railway from Dawson Creek.

During the trip it was noted that CN is using all eight of its primary channels as dispatcher channels in various locations. Channels 2 and 3 are the most common, but 6, 7, and 8 are in use on many branch lines and secondary lines. In major yard areas, trains talk to dispatchers on channels 4 and 5. Perhaps in a future issue we'll have space to detail which channels are being used on which subdivisions.

Laura Quarantiello (CA-SD-078) wrote to say she has been reading our column for some months now and would like some railroad radio frequencies for the San Diego area. She included a SASE so we'll send what we have on file. Gene Sawyer (CA-SN-004) sent a clipping from Engineering News Record magazine about the replacement of Southern Railway's five-mile-long wooden trestle over Lake Pontchartrain, Louisiana, with a concrete one. Roger West (MN-052) sent a newspaper clipping about a Burlington Northern proposal to abandon 17.22 miles of line between Forest Lake and North Branch, MN. Thanks to all who take the trouble to send us these interesting clippings.

VANCOUVER, BRITISH COLUMBIA

by SID ELLIOTT (CANA-109)

Here is recent railroad radio information for scanner users in the Vancouver and lower mainland B.C. areas. I hope the information will be of use to visitors and would like to hear of confirmed uses of new frequencies found while searching. Note that there are some changes to the information that was submitted by me and published in the March 1986 Railroads Column.

159.570	Ch 1	BC Rail road (rptr & simplex)
159.810		CN Rail maintenance of way
159.885		CP police
159.930		CP Coquitlam Yard carmen
160.035		E&N Vancouver Island rptr
160.050		CP Coquitlam Yard locomotive hostler
160.185		CP Coquitlam Yard planner
160.215		CN maintenance of way rptr
160.245		CP Rail Roberts Bank coal port
160.275		BC Hydro road & dispatcher
160.365	Ch 5	CN Rail Lynn Creek Yard in North Vancouver
160.395	Ch 4	BC Rail maintenance of way
160.455	Ch 7	CN Rail switchers
160.515		BC Hydro maintenance of way
160.545		BC Hydro switchers
160.575		Burlington Northern switchers
160.605		BC Hydro switchers (note new)
160.635		E&N Vancouver Island rptr (note new & strong)
160.665	Ch 4	CN Port Mann Yard
160.695	Ch 5	BC Rail switchers
160.725		CP Rail transfer Ch 2
160.755		CP Coquitlam Yard repairs
160.785		CN switchers Lynn Creek Yard in North Van. Ch 20
160.815		CP Coquitlam Yard planner & repair

160.845		CP Rail Ch. C
160.875		CP Rail transfer switching (note new)
160.895		CP Rail switchers
160.905		input to CN mw 160.215
160.935	Ch 3	CN Vancouver Yard (note same heard on 452.6625 as carmen use it)
160.965		CN switchers
160.995		CP switchers
161.025	Ch 8	CN - used by Burlington Northern operator CJN 253
161.100	Ch 1	Burlington Northern road & Seattle dispatcher
161.115		CP Rail transfer Ch 1 (new) [also road #4 -ed.]
161.145		CP Rail Coquitlam Yard
161.160	Ch 2	Burlington Northern road seldom used
161.175		CP Rail maintenance of way
161.205	Ch 2	CN Rail road
161.235	Ch 3	BC Rail yard
161.295	Ch 6	CN Rail switchers & waterfront
161.325		CP Rail Coquitlam Yard
161.355		CP Rail switchers waterfront
161.370	Ch 2	input to BC Rail 159.570
161.385		CN Rail switchers Ch 40
161.415	Ch 1	CN Rail road
161.445		CN piggyback ramp
161.475	Ch 1	CP Rail road
164.850		Roberts Bank coal port operations rptr. This is a large coal loading operation for deep sea ships. Train arrival times heard on this freq.
452.650		CN Port Mann locomotive shop hostler
452.6625		CN carmen Port Mann Yard, also carmen Vancouver freights and VIA passenger trains. Everything said on CN Ch 3 160.935 is heard here.
464.375		Vancouver Wharves - North Vancouver
464.775		Vancouver Wharves - North Vancouver

Note: CN police are now using 800 MHz cellular system.

Question: What terminal RR is using 460.0875? My guess is Neptune Terminals as they have a couple locomotives plus unit trains off CN with CN locomotives used thru dumper. Mention of dumper or rock track heard plus length of trains plus switching movements heard. Repeater operation.

Question: In recent employee timetable for CN in radio info for the Yale Subdivision (Boston Bar to Port Mann Yard) it shows for maintenance of way Ch 84 to be used between mile 0.0 and 18.3, Ch 82 between 18.3 and 44.0, Ch 81 between 44.0 and 89.8, and Ch 82 between 89.8 and 118.2. The question is what are the frequencies of channels 81, 82, and 84? [Answer follows from our files -ed.]

160.455/161.085	Ch 81	CN maintenance of way
160.215/160.905	Ch 82	CN maintenance of way
160.275/161.145	Ch 84	CN maintenance of way

CANADIAN NATIONAL RAILWAYS

by BILL FARMER (CA-VE-010)

161.415	Ch 1	Road & Dispatcher
161.205	Ch 2	Dispatcher
160.935	Ch 3	Dispatcher
160.665	Ch 4	Yard & Dispatcher
160.365	Ch 5	Yard & Dispatcher
160.485/161.295	Ch 6	Road & Dispatcher
159.810/161.055	Ch 7	Road & Dispatcher
161.025	Ch 8	Yard & Dispatcher

NEW YORK CITY TRANSIT AUTHORITY

RAPID TRANSIT TRANSPORTATION DIVISION (SUBWAYS)

by KIRBY McELHEARN (NY-317)

Channel	Base Freq.	Mobile Freq.	Use
A	161.190	158.880	IRT Lines (excluding 7 Line)
B1	161.505	158.775	BMT Lines & IRT 7 Line

B2	161.565	158.805	IND Lines
Y	160.845	160.845	Yards

Trains are identified by their line, terminal, and time of departure (in normal twelve-hour time). The line may be omitted when only one train originates from a terminal. (Examples: "12:19 R Ditmars", "7:22 (1) South Ferry", "4:02 F 179")

All trains are equipped with a removable radio which can operate on all four channels. The train operator merely takes the radio out of the bracket at the end of the run and switches it to the opposite end of the train for the return run.

All train and portable radios can intercommunicate on the base frequency by moving a switch from the "Command Center" position to the "Train-to-train" position.

All fixed locations (signal towers, train dispatchers' offices, etc.) are equipped with remote controls for the system base station at their location, and can intercommunicate with the Command Center at Transit Authority Headquarters by operating their radios normally—since they are using the same base station, the separate points hear each other via telephone lines through the intercom function.

Radio signals:

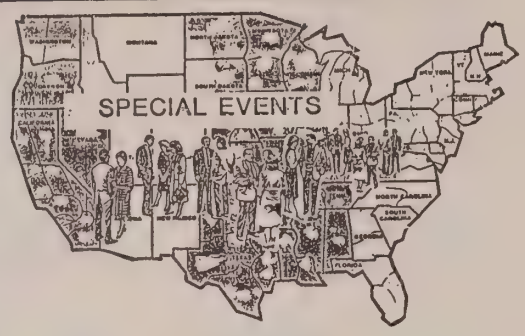
12- 1	EMERGENCY—CLEAR THE AIR
12- 2	Fire or smoke (train/roadbed)
12- 3	Flood or serious water condition
12- 5	Stalled train (power/train)
12- 6	Derailment
12- 7	REQUEST ASSISTANCE (POLICE/AMBULANCE)
12- 8	Armed passenger (train/roadbed)
12- 9	Passenger under train
12-10	Unauthorized personnel on track/catwalk
12-11	Serious vandalism
12-12	Disorderly passenger(s)

Common abbreviations/jargon:

ABD	Abandoned (train unable to complete run/ canceled)
BIE	Brakes in emergency
BO	Bad order (train) [defective -ed.]
RCI	Road Car Inspector
"Home ball"	Home signal (controlled by a signal tower)
"Hot grids"	Overheated resistor grids on train undercarriage. These are used to dissipate current and sometimes overheat, causing train or track fires.
"Indication"	Indiçation at train operator's or conductor's position that all train side doors are closed.
"Key by"	Proceed past a red automatic signal, prepared to stop within half the range of vision.
"Lay-up"	Train temporarily stored between rush hours, usually on express tracks between stations.
"Man under"	Person under/struck by train

That's all we have space for this month—next time we'll present Kirby's description of the NYCTA police department radio system, and other items which we hope will arrive in the mail between now and then. We wish you all good railroad monitoring!

—Gary & Bill



SPECIAL EVENTS

This column is for Special Events.
Send your information well in advance to:

Nathaniel Lewis, P. O. Box 6952,
Philadelphia, PA 19138

When I initally became the custodian of this column my plans were to cover all 50 states within a 12 month period however, this long range forecast has not worked out. Reasons being not having enough time and information in advance to pass it on . To resolve the communications aspect of this problem I"ve set up a complete computer communications system and all contact data will be available to you in the next issue I want to extend a word of thanks to those who took the time to drop me a line. It is indeed appreciated. Cliff Polkinghorn CA AL 029 sent in this notice: The "Pope" will be visiting the San Francisco Bay area in September. The exact date of his arrival or the length of his stay has not been determined yet but, Cliff says, "these frequencies will probably be the most active.

Calif. Hwy. Patrol Helo Ops & Escort Duty

42.18	Mobile	[Area Freq.]			
42.34	Base	42.08	Base	Redwood city Office	
		42.28	Mobile	Redwood City Office	(91)
		42.44	Base	S. F. Office	
		42.76	Mobile	S. F. Office	(32)
		154.905	Extender		

San Mateo Sheriff [Sub Station at S.F. Airport]

488.9875	Primary	
488.8875	Green	[Usually persuit channel]
488.3875	Airport Sub Station	
488.8675	Tac 1	
488.7125	Tac 2	[Medical Preparedness]
488.5375	Tac 3	482.3125 Red Primary
		482.7625 Blue Secondary (amb to hosp)

San Francisco Police

460.450	Citywide 1			460.550	Tac 2
460.075	Citywide 2	(PIC 4)		460.225	PIC 1
460.350	Citywide 3	(Tactical)	***	460.125	PIC 2
460.525	Tac 1			460.500	PIC 3

*** will probably be the S.F.P.D's primary for this event.

U.S. Coast Guard			U.S. Army Presidio	
157.050			148.600	M.P. (Scrambled)
157.100			49.70	E.O.D. 1
157.150			49.80	E.O.D. 2
381.800	Helicopter Operations	(UHF)	150.700	M.P. Tac
			148.900	M.P. Tac

VHF MARINE

Send information, articles, frequencies and their use, and questions that relate to private, commerical, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your September 1987 VHF Marine Column.

Well it is the starting of the fall season.

Our first report comes from George (CA-TO-001). George has a little VHF weather radio that has tuneable channels. Well George reports hearing a ship on the marine operators channel and asks for an explanation.

Most probably the tuning track of the tuneable radio is down low enough to pick up the shore side (Repeater of ship side)of a local strong,close,marine radio telephone channel. This would account for bleedover onto the weather channels.

Our next report comes from ED (IL-004). Ed sent in a copy of the RCMA Chicago Chapter Newsletter from which the following article appeared.

ISP(Illinois State Police):

ISP Marine Units have operated on various state waterways for some time. Now they are operating on Lake Michigan. Some say the 45 foot boat used to belong to the CPD but it looks different than any other CPD boats which usually were 22 (3) and 35 (3) feet long. You can hear them on CPD, marine and ISP Dist 3 and 4 Channels. Some years back, Lake Michigan juridiction extended only as far as a three mile limit. The middle was federal territory. Then some type of law or agreement divvied up the the US waters of the Great Lakes of the Great Lakes. Since Lake Michigan is wholly within the US, certain boundries were drawn in an interesting fashion. The southern border of Michigan with Indiana was extended westward through the lake to the west border of Indiana with Illinois. North of that line, Michigan and Illinois split down the middle until the north Illinois border with Wisconsin north of which Wisconsin and Michigan split it down the middle. I expect Lake and Cook Counties were automatically extended to the new state border but I don't know if Chicago, Evanston, Wilmette, etc. were also extended east. This has resulted in an interesting situation on the South side of Chicago. Part of Chicagos Lakefront south of 77th. street IS the State Line. Cast a line into Lake Michigan from Chicago Park District Land without an Indiana fishing license and the Indiana Game Warden can grab your line. If he can pull you in he can arrest you! This is the reason the South Chicago Coast Guard Station was never closed. Waters in these areas were out of the jurisdiction of the CPD/CFD. When the CPD went nautical, Uncle Sam saw the oportunity to save a buck and closed the Downtown and Jackson Park CG Stations. Wilmette and South Chicago were kept because local service was not available. Only the Chicago City service was considered duplicate. Later the deep water (110 ft.) Cutter Arundel was removed. Now that there is no big (92 ft) fireboat downtain, all weather rescue capability does not exist.

Our next report comes from John (Cana-????) via Canadian Editor Rob Berezowski. His report show various details on the British Columbia weather system and reports.

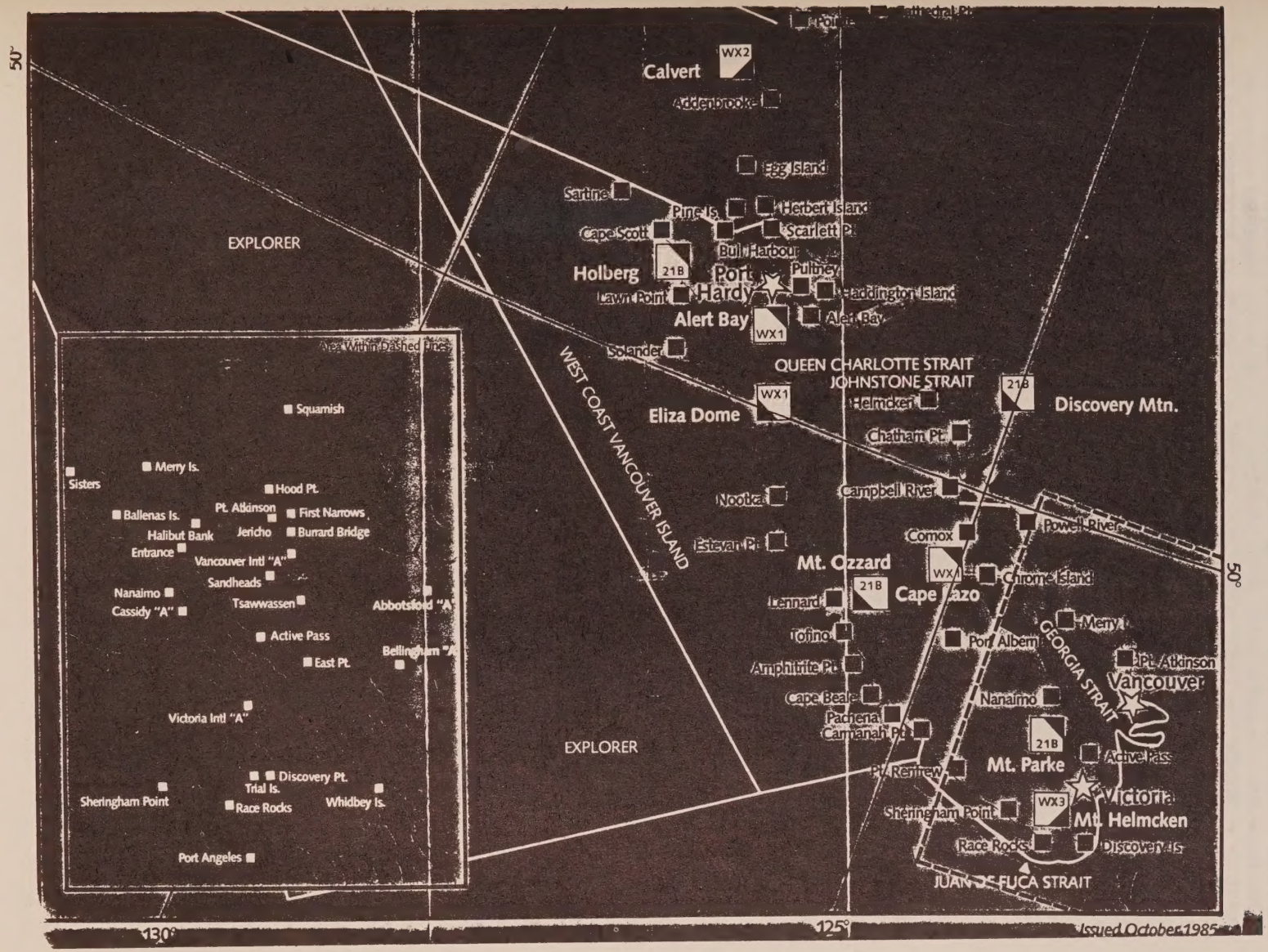
FREE MEMBERSHIP TO STAFF EDITORS

The RCMA Board of Directors recently approved FREE membership for those working on the RCMA staff. If you would like to help your club by working on the staff of the RCMA NEWSLETTER, why not seriously consider joining the staff as a volunteer staff column editor? It only takes a few hours a month, and the rewards are many!

If YOU would like to be considered for ANY RCMA Staff position, write RCMA and tell us about your interests and qualifications. You must write your application on the typewriter or word processing printer that you would use, if selected, to write your monthly column. Keep in mind that all Editor columns are submitted monthly by the Editor in "camera ready" condition, reduced and then printed. If an Editor position becomes available, and two members of equal qualification have made application, the one with the best word processing machine will be selected.

There are no announcements made when an Editor resigns. The qualified replacement is selected from the Editor Wait List file. By all means, if you are interested in any RCMA position or opening, get your application in today! Send your application to the RCMA General Editor for consideration! The address is inside the front cover of the NEWSLETTER. We would like to have you join the RCMA Staff!! Current openings are noted in this publication. Others will take place in the future. Get on the Editor Wait List file, get free membership while working, and help RCMA grow!

Marine Weather Forecast Areas
Before Setting Out
1 Check local weather and sea conditions.
2 Get the latest marine weather forecast for your area.
3 When warnings are in effect, do not go out unless you are confident your boat can be navigated safely under forecast conditions.
While Afloat
1 Keep a weather eye out for:
• the approach of dark, threatening clouds, which may foretell a squall or thunderstorm;
• any steady increase in wind or sea;
• any increase in wind velocity
• opposite in direction to a strong tidal current; a dangerous riptide condition may form steep waves capable of broaching a boat.
2 Heavy static on your AM radio may be an indication of nearyby thunderstorm activity.
3 Check radio weather broadcasts, for latest forecasts and warnings.
VHF CMB Transmitting Site (corner triangle indicates site)
Weather Office.
WX1 162.55 mhz
WX2 162.40 mhz
WX3 162.475 mhz
21B 161.65 mhz
Marine Weather Reporting Station
Forecast Area Boundary
DIXON ENTRANCE
Langara I.
WX2
Naden Hrbr
WX1
Van Inlet
Kindakun
Rose Spit
Skidegate
21B
Cumshewa
WX2
Bary Inlet
Cape St James
WEST COAST CHARLOTTES
HECTATE STRAIT
QUEEN CHARLOTTE SOUND
BOWIE
Grey Islet
Green I.
Triple I.
Lucy I.
Prince Rupert
Lawyer I.
Bonilla Island
WX2
Dundas Is.
21B
Mt. Hays
Terrace
WX2
Mt. Gil
Echelda Bay
WX1
Klemtu
55°
125°
50°
130°
135°
WEST COAST VANCOUVER ISLAND
QUEEN CHARLOTTE STRAIT
GEORGIA STRAIT


50°
Calvert
WX2
Addenbrooke
Egg Island
Sardine
Pine Is.
Herbert Island
Cape Scott
Scarlett Pt.
Bull Harbour
Holberg
21B
Port Hardy
Pulbrey
Lawn Point
Haddington Island
Alert Bay
WX1
Alert Bay
Solander
EXPLORER
WEST COAST VANCOUVER ISLAND
QUEEN CHARLOTTE STRAIT
JOHNSTONE STRAIT
Eliza Dome
WX1
Helmcken
21B
Discovery Mtn.
Chatham Pt.
Nootka
Campbell River
Estevan Pt.
Comox
Powell River
Mt. Ozzard
WX4
21B
Cape Lazo
Chrome Island
Lennard
Tofino
Port Alberni
Merry
Amphitrite Pt.
Pt. Atkinson
Vancouver
GEORGIA STRAIT
Cape Beale
Nanaimo
Pachena
Carmanah Pt.
21B
Mt. Parke
Active Pass
Pt. Renfrew
WX3
Victoria
Sheringham Point
Mt. Helmcken
Race Rocks
Discovery Is.
JUAN DE FUCA STRAIT
EXPLORER
Area within dashed lines
Squamish
Merry Is.
Sisters
Hood Pt.
Pt. Atkinson
First Narrows
Ballenas Is.
Halibut Bank
Jericho
Burrard Bridge
Entrance
Vancouver Intl "A"
Sandheads
Nanaimo
Cassidy "A"
Tsawwassen
Abbotsford "A"
Active Pass
Bellingham "A"
East Pt.
Victoria Intl "A"
Discovery Pt.
Trial Is.
Sheringham Point
Race Rocks
Whidbey Is.
Port Angeles
130°
125°
50°
Issued October 1985

RCMA NEW MEMBERS LIST

CALA701 - KEITH KELLEY;1422 E WINGATE ST;COVINA;CA;91724;
CALA702 - JIM TATUM;8-A VILLAGE LOOP RD #142;POMONA;CA;91766;
CAOR330 - SETH MOOTCHNIK;1646 HERITAGE CIRCLE;ANAHEIM;CA;92804;
CASB071 - JEFF LEAL;2034 CONCORD AVE;ONTARIO;CA;91761;
CASF045 - DON CAMPBELL;P O BOX 15482;SAN FRANCISCO;CA;94115;
CASF046 - BILL CAREY;1700 BUSH ST #9;SAN FRANCISCO;CA;94109;
CASM039 - ED --LAST NAME AND ADDRESS WITHELD BY REQUEST
CASZ012 - WAYNE --LAST NAME AND ADDRESS WITHELD BY REQUEST
CT 107 - WILBUR SPENCER;P O BOX 57;OLD LYME;CT;06371;
FL 240 - RENE --LAST NAME AND ADDRESS WITHELD BY REQUEST
FL 241 - ERIK MICHELSON;132 WHITETHORN DR;MIAMI SPRINGS;FL;33166;
FL 242 - DAVID CRAWFORD;P O BOX 513;OAK HILL;FL;32759;
GA 077 - BILL BLACK;1912 MORNING DR;AUGUSTA;GA;30906;
GA 078 - BILL BLACK;1912 MORNING DR;AUGUSTA;GA;30906;
GA 079 - A BLAINE BROOKS;1009-U OAK CHASE DR;TUCKER;GA;30084;
GA 080 - ALEX WOOLLCOTT;102 LACEY LANE;WINDER;GA;30680;
IL 356 - GEORGE A MAYBERRY;1544 MARCIA DR;RANTOUL;IL;61866;
IL 357 - JOE SCHULTZ;921 WILMOT RD;DEERFIELD;IL;60015;
IL 358 - LEE VON GUNTEN;P O BOX 392;ARLINGTON HGTS;IL;60006;
KS 044 - HARRY SIMPSON JR;P O BOX 12096;KANSAS CITY;KS;66112;
MA 177 - DAVID GERARD;449 WATER ST;FRAMINGHAM;MA;01701;
MI 185 - JIM RASTELLO;102 COLBY ST;BESSEMER;MI;49911;
MN 055 - ACTION RADIO CENTER;289 N SNELLING AVE;ST PAUL;MN;55104;
MO 112 - ROBERT D LAKE JR;248 BALLWIN AVE;BALLWIN;MO;63021;
MS 032 - JERRY HULL;210 VANDENBERG;BILOXI;MS;39531;
NC 081 - W M LIVINGSTON;310 N ELAM DR;GREENSBORO;NC;27403;
NC 082 - MICHAEL CREECH;RT 1 BOX 45;ZEBULON;NC;27597;
NV 020 - ROBERT --LAST NAME AND ADDRESS WITHELD BY REQUEST
NY 392 - TED HOWLEY JR;P O BOX 254;PLEASANT VALLEY;NY;12569;
NY 393 - DONALD NELSON;130 FIELDMERE ST;ELMOST;NY;11003;
NY 394 - MIKE POLLOCK;P O BOX 195;SYRACUSE;NY;13210;
NY 395 - LAWRENCE GRALA;272 ANCHOR WAY;UNIONDALE;NY;11553;
NY 396 - GARY SYMBOURAS;137-84 70TH AVE;FLUSHING;NY;11367;
OH 201 - RONALD HINE;3532 HAMMOND BLVD;COPLEY;OH;44321;
OH 202 - FRANK C LOYKE;8732 N MELODY LANE;MACEDONIA;OH;44056;
OK 042 - JOHN BUDD;2125 S TOLEDO;TULSA;OK;74114;
RI 031 - TOM MC LAUGHLIN;46 KINGSWOOD RD;N KINGSTOWN;RI;02852;
TX 201 - M --LAST NAME AND ADDRESS WITHELD BY REQUEST
TX 202 - MELVIN HAUER;3605 CASA VISTA DR;GARLAND;TX;75043;
TX 203 - ROY BUCKNER;RT 4 BOX 492;CENTER;TX;75935;
VA 131 - DAVID FRIETSCH;P O BOX 1369;VIENNA;VA;22180;
WI 094 - CHARLES F BAILEY;507 CHAMBERLAIN ST;EDGERTON;WI;53534;

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 30¢.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

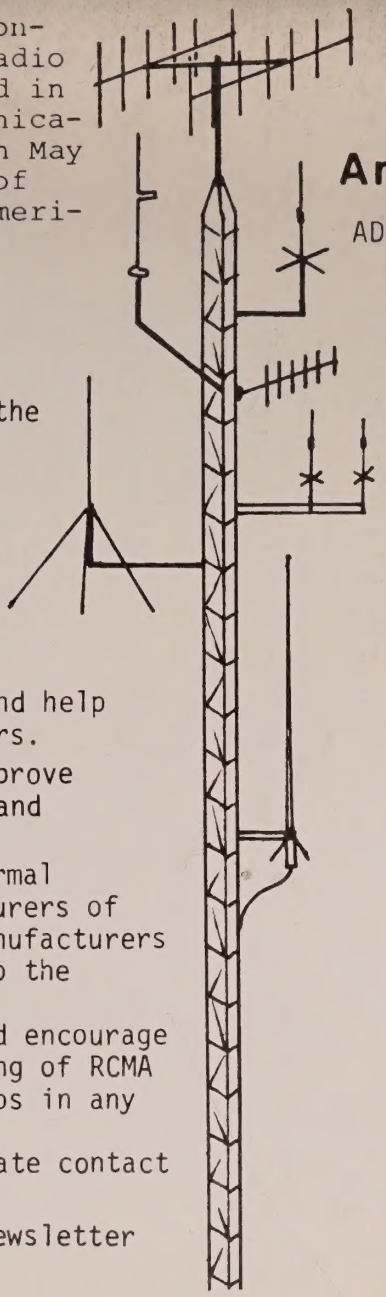
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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